

C.L.B. ALL STEEL

TRACKLAYER

90-H. P.

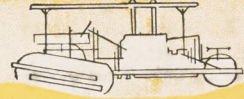
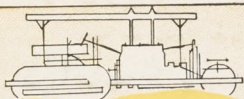
75-H. P.

30-H. P.

16-H. P.



C.L.BEST GAS TRACTION COMPANY
OAKLAND, CALIFORNIA

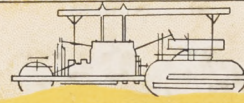
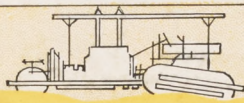
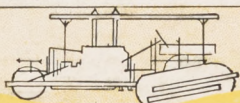


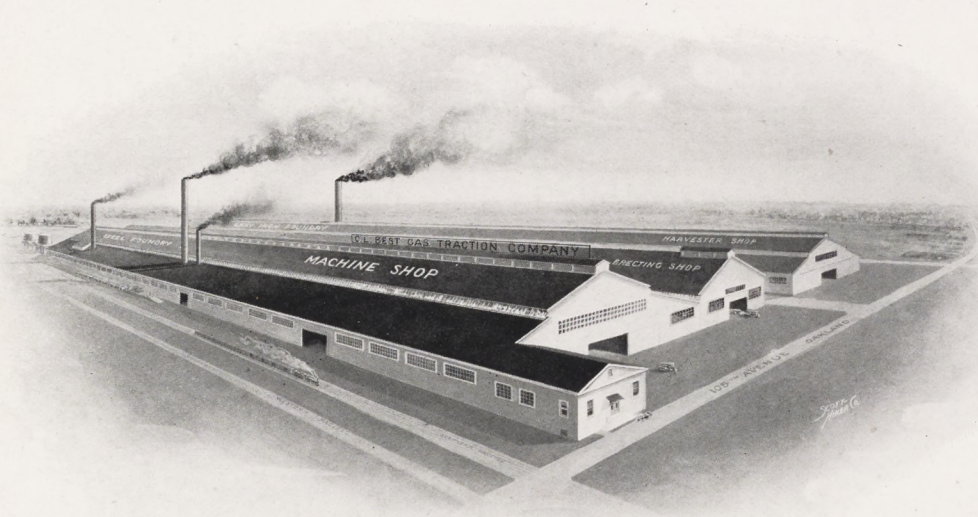
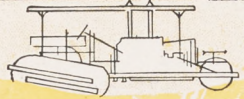
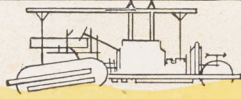
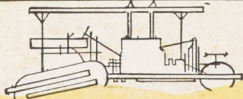
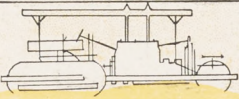
All C. L. B. Tractors are manufactured and
protected under the following patents:

	DATE	NO.
C. L. Best . . .	Jan. 12, 1914 . . .	1084062
C. L. Best . . .	Nov. 2, 1915 . . .	1159163
A. O. Lombard . . .	May 21, 1901 . . .	674737
A. O. Lombard . . .	May 21, 1907 . . .	854364
Harvey Beckwith . . .	March 15, 1904 . . .	754409
H. H. Schenk . . .	Sept. 1, 1903 . . .	737779

A TRACK LAYING TRACTOR NOT PROTECTED BY A LICENSE
UNDER THE ABOVE PATENTS IS A DANGEROUS
MACHINE TO BUY.

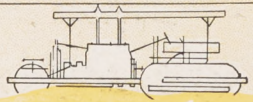
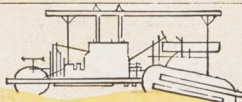
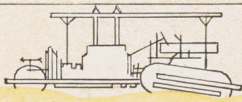
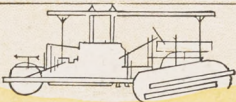
1916 (?)
1915





Code:
"LEOBEST"
Western Union

Main Office and Factory Located at
OAKLAND, CALIFORNIA
San Francisco Headquarters:
SHELDON BUILDING





TRACKLAYER

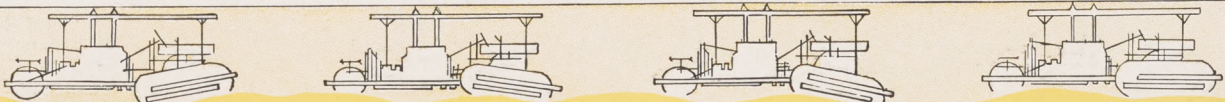
THE TRACKLAYER

ILLUSTRATED CATALOGUE
DESCRIBING AN ALL-STEEL
TRACTOR FOR PLOWING-HAUL-
ING-ROAD BUILDING-RAILROAD
CONSTRUCTION-LOGGING-
AND THE CLEARING OF LAND
THE DISTINCTIVE FEATURE
OF WHICH IS ITS ABILITY TO
GIVE THOROUGH TRAC-
TION ON THE MOST UN-
FAVORABLE SOIL SURFACES

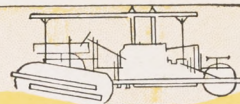
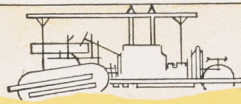
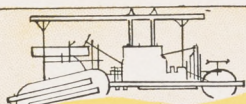
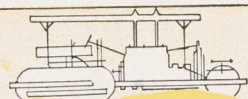
C.L.BEST GAS TRACTION
COMPANY
OAKLAND-CALIFORNIA



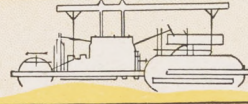
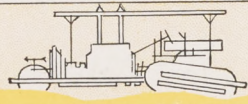
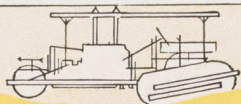
C. L. Best, Pres.

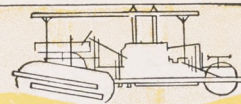
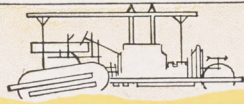
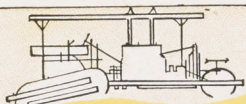
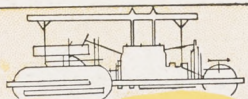


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The reeds or tules in the above illustrations show the marshy nature of the soil. Neither horses nor round-wheel tractors can plow such land. Outfit of E. E. Brownell, Suisun, California.





HORSE SENSE



THE progress of the tractor industry has never ceased. Steadily, each year, tractors have increased by large numbers. Factories have grown in size until many times larger than in their beginnings. All over North America and in notable numbers in South America and Continental Europe the farmers have gradually accepted the iron horse as their greatest gift from modern inventors. To say that its use was eagerly accepted would be untrue. No such wonderful change as the automobile has wrought in the cities has yet occurred on the farms.

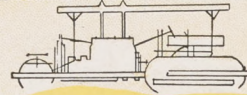
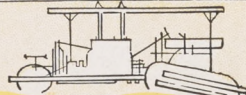
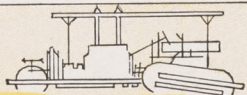
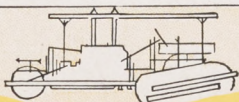
There are thirty million work-horses and mules in the United States. Each horse requires twenty-seven minutes of someone's care each day.

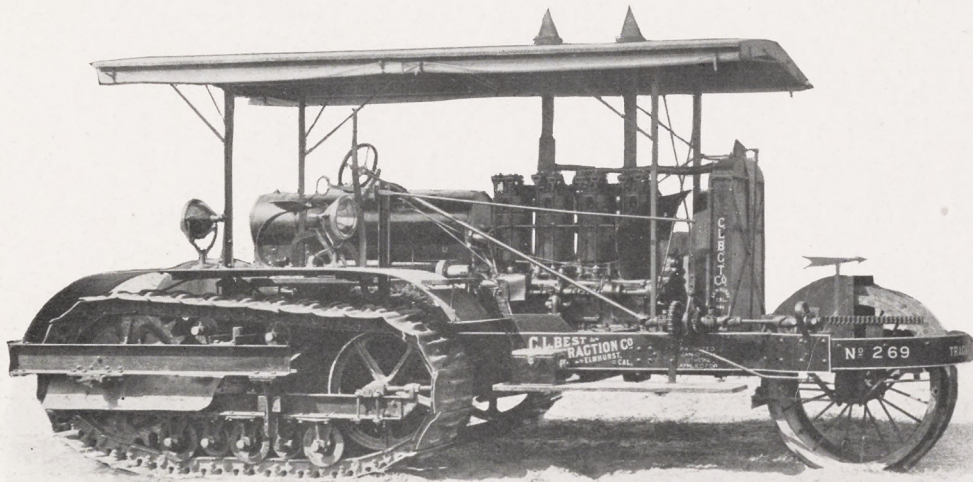
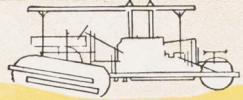
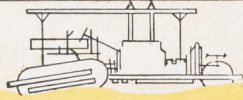
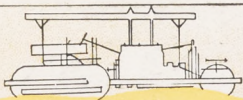
What a terrific waste of human energy! The time spent each day in caring for one horse, if spent on a tractor equal to thirty horses, will keep it in the best of condition all the year round.

A horse can work but eight hours a day steadily throughout the year but a Tracklayer can work twenty-four and lives longer than the horse in hours of work. There is no bulk to its fuel. The machine and a year's supply will occupy but a tenth of the space necessary for animals of the same power and their feed. And the yield of five acres, which each horse eats annually, is withheld from human consumption to feed to them. Horses can no longer compete economically. They must give way to machinery, as both men and horses have done in all other classes of human endeavor.

Labor is scarcer and wages higher. Two men on a tractor and plows can do as much work in a day as five men with forty horses. And the tractor will often combine two or more operations.

The general adoption of the tractor has been delayed by serious defects in the first tractors. They failed in many ways to assume the work formerly done by the animals. An improvement was imperative. Many attempts were made over long periods of time. "Walking wheels," "pedrails," crude "platform wheels" all had their day. Finally out of the chaos of failure came the big success, the C. L. B. Tracklayer.



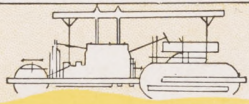
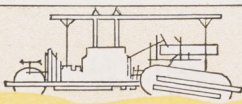
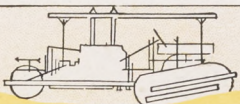


75 H. P. Tracklayer

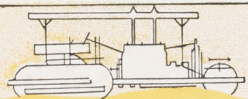
The corrugated canopy tops of these tractors are galvanized "Armco" Iron—guaranteed 99.84% pure—the purest and most rust-resisting iron produced.



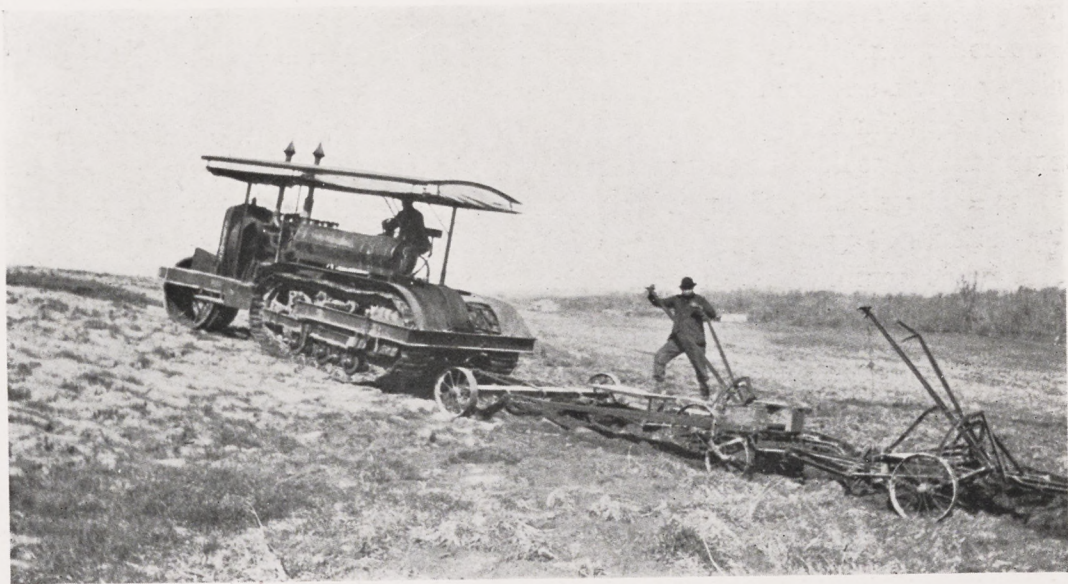
This is a twenty per cent grade, with right angle and reverse curves in the road. The empty wagons weigh seventeen tons. The engine is owned by the State Road Commission of Utah.



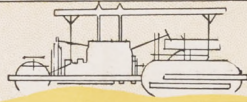
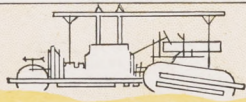
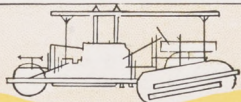
300 by
Campbell
Roll 9915

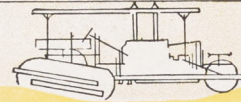
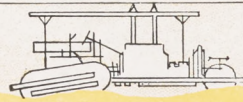
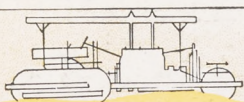


Plowing 12 inches deep in black adobe.



Do you have hills? If so, you can depend on the C. L. B. Tracklayer, of all tractors, to do your work. This machine is owned by the Union Sugar Company, Betteravia, California.





The remarkable and immediate popularity of the C. L. B. Tracklayer has astounded many people, but to those who are experienced in tractor operation the causes are at once apparent. The round-wheel tractor is limited in its operation. It cannot work unless soil conditions are favorable, unless the huge drive-wheels can secure sufficient grip on the surface.

Since wholly favorable operating conditions are the exception rather than the rule and the majority of farms are composed of several kinds of soil, both good and bad, our improvements minimize the loss of time, and make tractor operation much more dependable than that of horses.

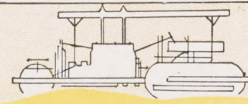
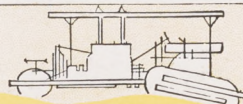
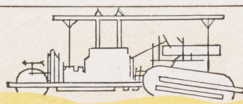
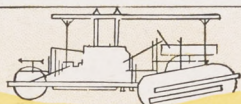
Our theory of bringing a larger propelling surface in contact with the ground surface and thus increasing both the grip and the sustaining power is the only correct one. As an illustration of this we have the board which supports a man's weight on the softest mudhole.

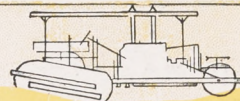
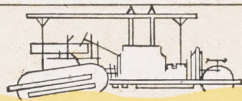
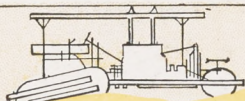
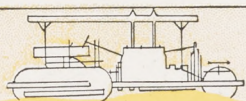
This in effect is precisely what the C. L. B. Tracklayer tracks accomplish. The tracks possess sufficient ground contact area to support the weight of the tractor on ground so soft that horses cannot work thereon.

In all farm work, therefore, and in road work, construction work, logging and clearing land, the Tracklayer will work in any weather or soil at all seasons of the year.



J. M. Miller of Grand Island owns this outfit. It was working in the same field with two similarly designed tractors of the same rated horsepower. They had to move our machine to another field because the others couldn't keep ahead of it.





BEST TRACKLAYER INFLUENCE



IN every industry, since the beginning of time, someone always improves on the work of predecessors. No single individual has yet succeeded in producing the last word in anything. Watt invented the steam engine: Stephenson put it to useful work in the first locomotive, and Fulton the first steamboat. Franklin discovered electricity: Edison gave it to the world.

There are those who claim the platform wheel to be their own exclusive creation and attack all others who have since developed it. The first record of the practical use of a platform wheel comes to us from the lumber camps of New England, where gigantic steam tractors were so equipped for hauling logs over the snow in winter time.

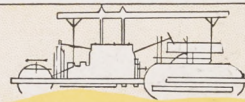
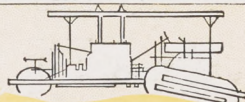
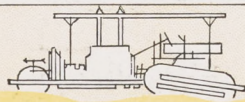
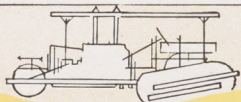
The C. L. B. Tracklayer will do much more than we claim and its success has caused others to shriek "infringement" and "imitation." Can a thing which is superior be called an imitation? Would one call the automobile of today an imitation of those of ten years ago?

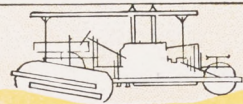
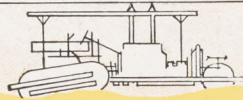
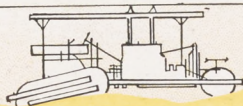
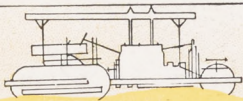
A tractor is a heavy-duty machine and should be made durable, for its work is hard bolt-straining, steel-twisting pulls. When attached to a load within its horsepower, every piece of iron, steel, brass or copper should be able to bear its share of the work without danger of breakage.

No one ever heard of railroads buying poorly constructed locomotives. They buy them either large or small but always durable. A tractor is a locomotive without a roadbed. It hauls plows and harvesters, instead of coaches.

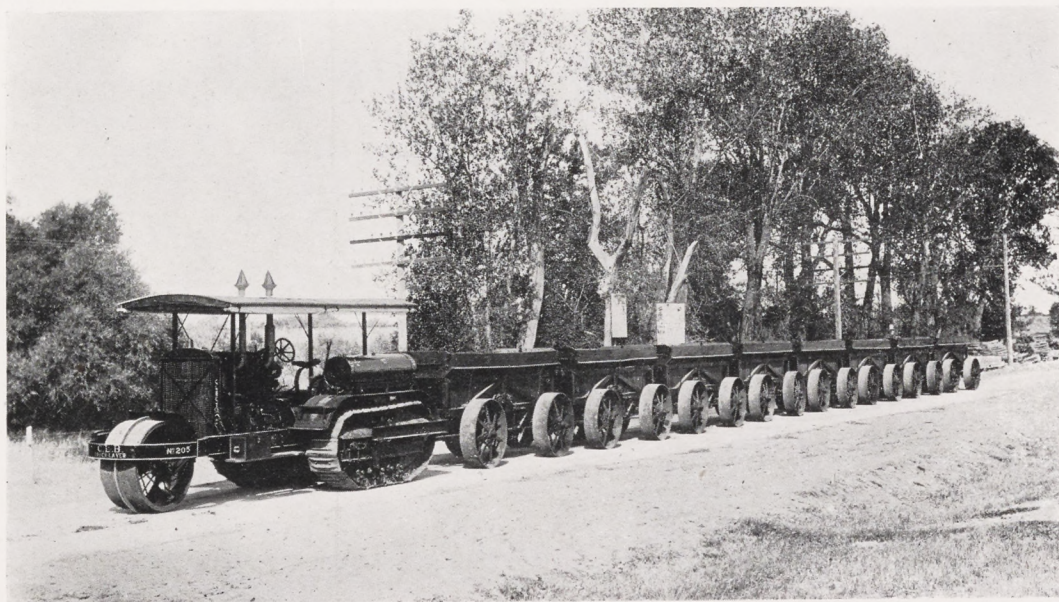
What should we think then of the tractor that continues to be built year after year of cast iron. Everyone knows full well that only the best of steel and the strongest and most careful construction can give a return on the money invested.

The farmers had been burdened with "semi-steel" tractors for years. Extra bills were appalling. Breakdowns were continuous. Complaints were loud and long, but without avail. No relief whatever was given until our C. L. B. all steel Tracklayer appeared.

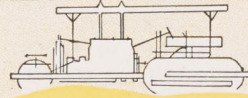
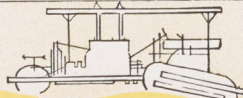
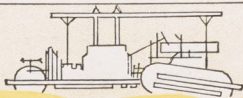
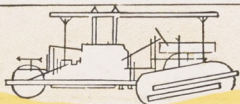


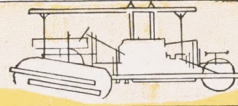
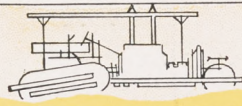
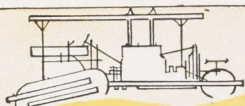
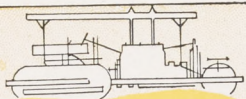


Duncansen & Harrolsen, contractors of San Francisco, own six of our "Seventy-Fives." This is one of them, hauling materials over the desert to their work in Mono County, California.



Another convincing demonstration of Tracklayer power. This Tracklayer is hauling forty tons of rock on highway construction in California.





STEEL IN A TRACTOR

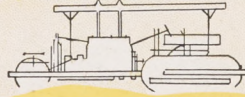
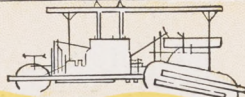
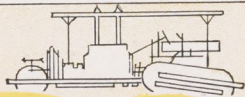
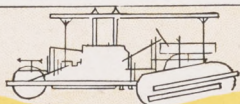


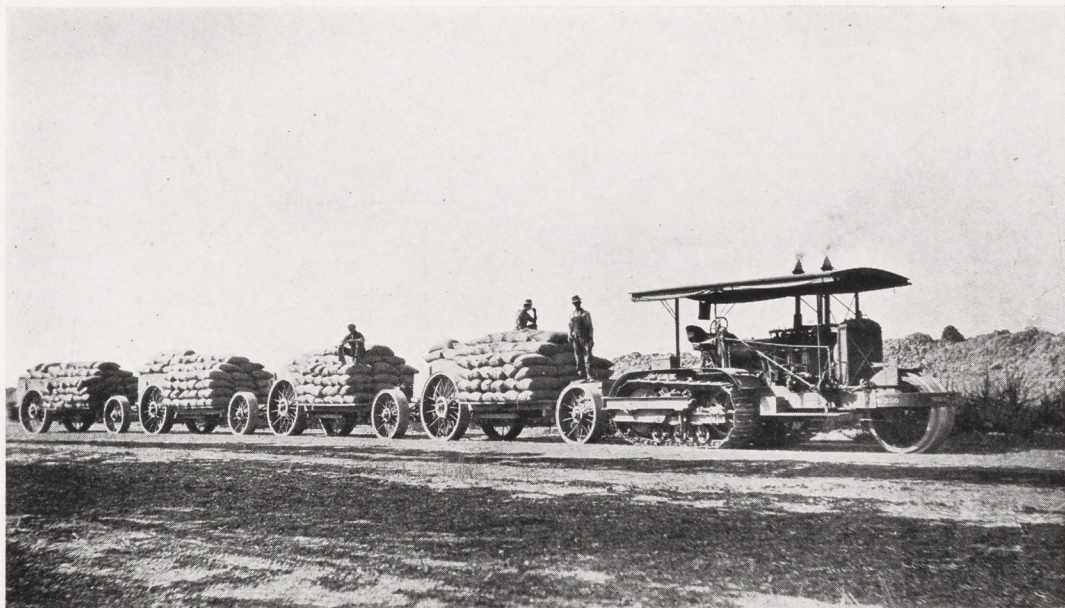
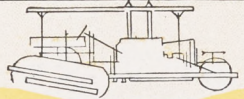
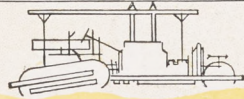
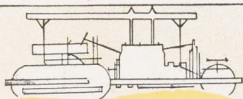
THE material of which a tractor is built determines whether it is a good tractor or a poor one. The facility with which a manufacturer is able to secure these materials, when known, may reveal in no small way his ability to build a good machine. For these reasons we want you to know the manner in which our steel is obtained and the reason we point to it so significantly.

We have the only Bessemer steel plant in the tractor business west of the Rocky Mountains. We make all our own steel castings—carbon, chrome, chrome nickel, vanadium, manganese—a distinction which no other manufacturer in the west can claim.

To most people steel means simply steel—an exceedingly hard, strong, tough metal. Few realize that there are as many different kinds of steel as there are breeds of horses and about the same degree of difference between them as between the half-starved peddler's nag and the full-blooded Percheron. So universal, in fact, is the knowledge limited regarding steels and their composition that some manufacturers impressively call certain grades of cast iron "semi-steel," and rely upon the inference of the name to lead prospective purchasers to believe that the metal used is steel.

Steel is "converted" or "de-carbonized" iron. No half-way point exists between iron and steel which could be called "semi-steel." During the "converting" process the iron is de-carbonized, among other things, and the degree of recarburization determines the grade of "carbon" steels. Thus a .12 (twelve one-hundredths of one per cent) carbon steel is very soft and mild and in some respects resembles lead. If the recarburizing is increased to .25, the hardness and strength is increased. The average steel casting is from .23 to .28 carbon. Steel castings over .35 to .40 carbon are too brittle and porous for practical use.

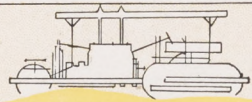
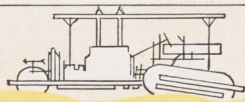
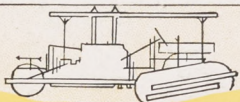


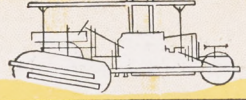
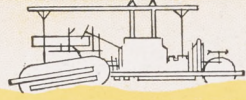
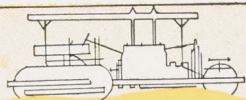


This Tracklayer is hauling 36 tons of grain.



There are 21 discs hitched to this Tracklayer.





Chrome increases the hardness and wearing qualities without making it brittle.

Chrome nickel in steel produces increased toughness.

Manganese increases the resistance to wear and abrasion.

We use all these alloyed steels in the parts best suited for their purposes; for instance, we use manganese steel in the spools of the track—this is where the track comes in contact with the tooth of the sprocket that drives it—the wear is greatest here, so the hardest of all steels is used; manganese being the steel used for the points of steam shovels, dredger buckets and etc. and though it will bend, it can neither be cut, filed nor drilled.

After this simple explanation, it can be seen how important it is to tractor purchasers that manufacturers be conscientious in the use of the higher metals. Various kinds of wear and strain require various kinds of toughened steel, for obviously, if carbon steel is used where chrome or manganese should be, or “semi-steel” where steel should be, endless breakdowns and expensive repairs are sure to result.

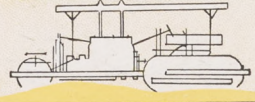
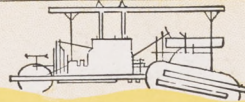
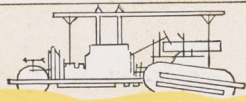
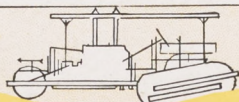
For two reasons the manufacturer who does not make his own steel is placed at an enormous disadvantage. These are:

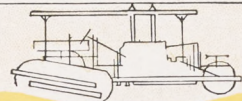
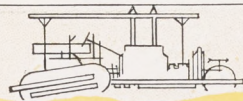
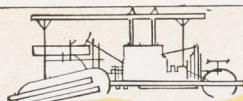
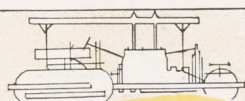
1. He must pay the manufacturer of his steel castings a profit above the manufacturing cost. To meet the selling price of his competitors' tractors he must, therefore, use a lower grade of steel than the competitor uses.

2. While he may specify the delivery of a certain per cent of carbon steel, he is not at all sure that he is getting what he ordered—and he frequently doesn't.

The first point is plain. If a tractor manufacturer pays the manufacturer of steel castings a profit, which he must do, and then tries to meet the selling price of his competitors he finds a big hole in tractor profits. He must either sacrifice that profit, however, or use a lower grade of steel and sacrifice the interests of those who buy his machines.

As a matter of fact, the C. L. Best Gas Traction Company, by reason of its steel plant and the heavy production of that plant (for we make



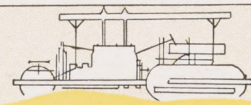
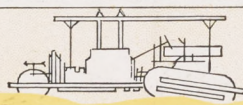
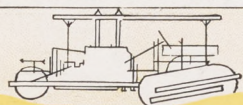
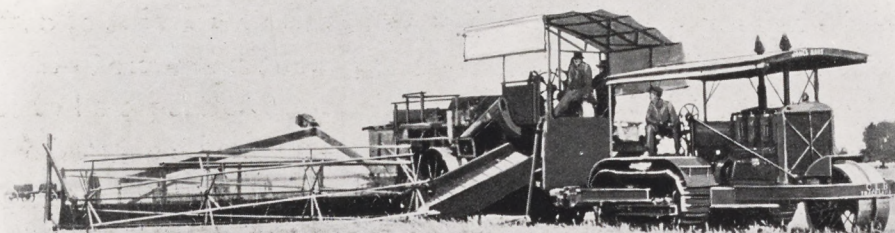


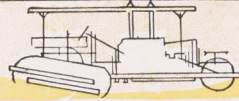
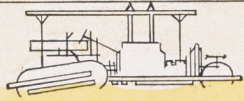
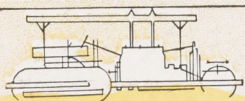
castings for scores of other concerns) is able to use the various grades of carbon steels at little if any greater cost than other manufacturers would be forced to pay for cast iron. The alloyed steels, of course, come higher, but yet much less than the market prices others pay.

The second point is also important. No doubt you have learned the necessity of doing things yourself if you wish them rightly done. And it is a highly technical matter to analyze a finished steel casting and determine whether your specifications have been properly complied with.

And so, when you again see the words "all-steel" in connection with our tractors, you may rest assured that it means precisely what it says. Everything which wears or may break is made of steel. Even the boxes, the rocker arms on the motor, their stands, and the thousand and one small pieces which no one would imagine required steel construction are nevertheless made of steel.

And if you doubt it, here's a suggestion: Our nearest representative will take you to the nearest C. L. Best Tracklayer, find you a hammer and invite you to "go to it." You can't break a good steel casting with a hammer. You can break cast iron. And after the test is over, try the same thing on some competing machine.



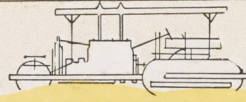
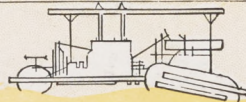
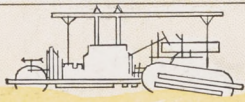
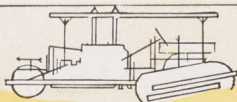
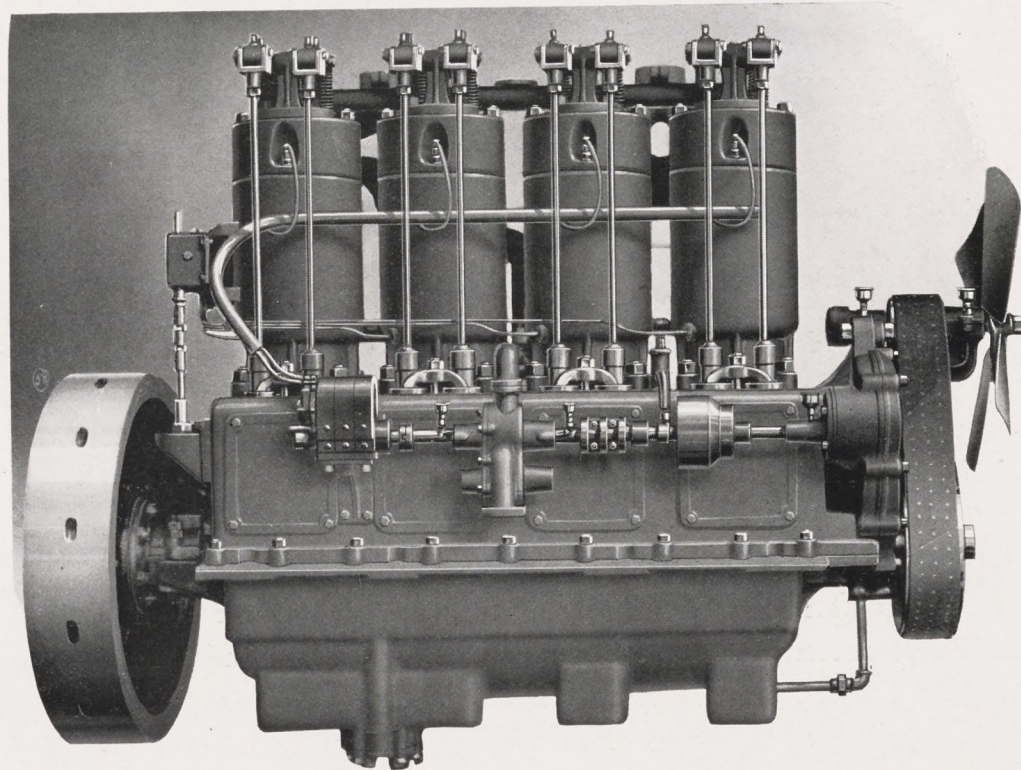


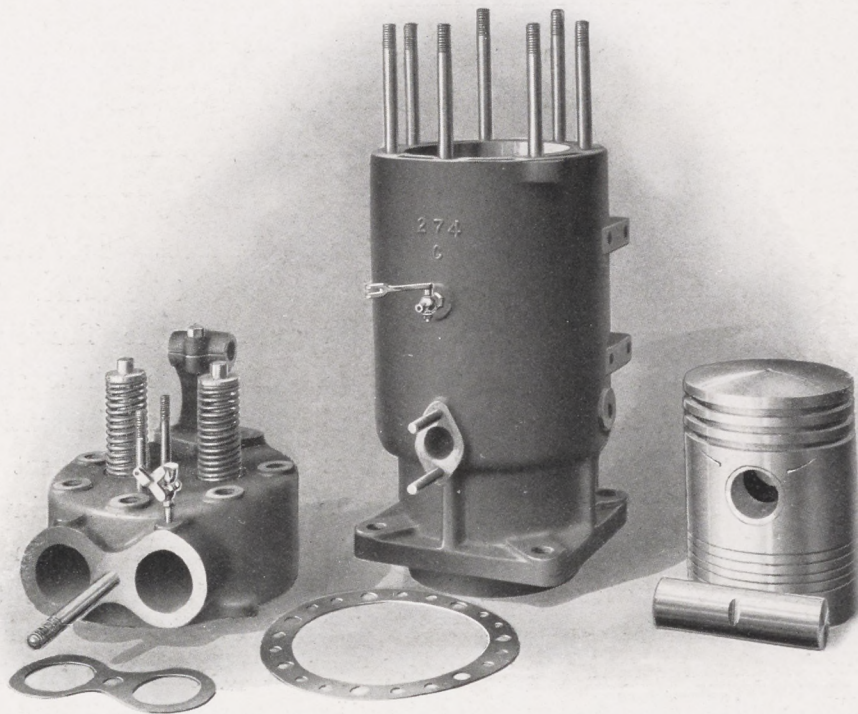
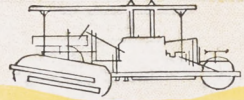
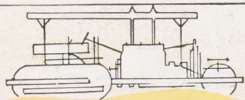
THE MOTOR



IT IS always the policy of the C. L. Best Gas Traction Company to build a thing as it should be built. The great care with which each part of the Tracklayer is made and the manner in which the whole structure is designed is plainly to be seen in the illustrations. If you have a catalogue of other tractors at hand, we suggest you compare the two motors as we call your attention to certain points.

See the mechanical lubricator which oils the cylinders. On the C. L. B. Tracklayer motor it is on the rear cylinder. Notice that



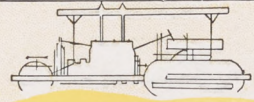
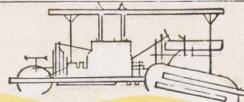
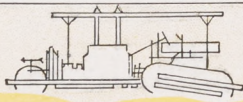
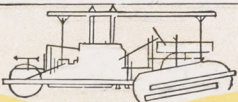


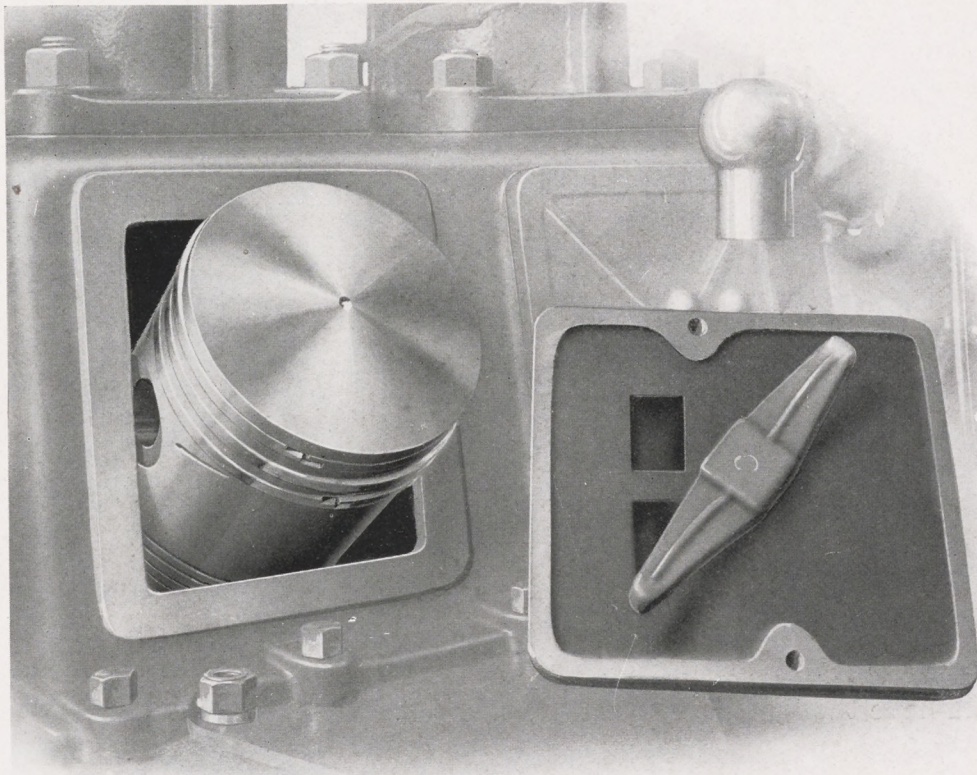
Removable cylinder heads and accessible valves are important in a tractor motor.

it is gear driven; that this gear drive is a part of the motor itself. On other motors this oiler will be found to be resting on a "makeshift" bracket and driven by a belt.

Your attention is also called to the magneto, water pump and governor, all of which are driven by a single shaft on the right side of the motor. This drive shaft and the placing of these fixtures plainly shows them to be a part of the original motor design. On other motors they will be found in several places and the water pump is driven by a belt.

The fan, fan bracket and drive belt are shown as a part of the motor. On other tractors, the fan is mounted in front of the radiator on the radiator platform. These fans revolve at the high speed of twelve to fifteen hundred revolutions each minute and unless solidly fixed to the motor, the vibration is excessive. When placed on the radiator, this vibration is sure to cause leakage in a short time.





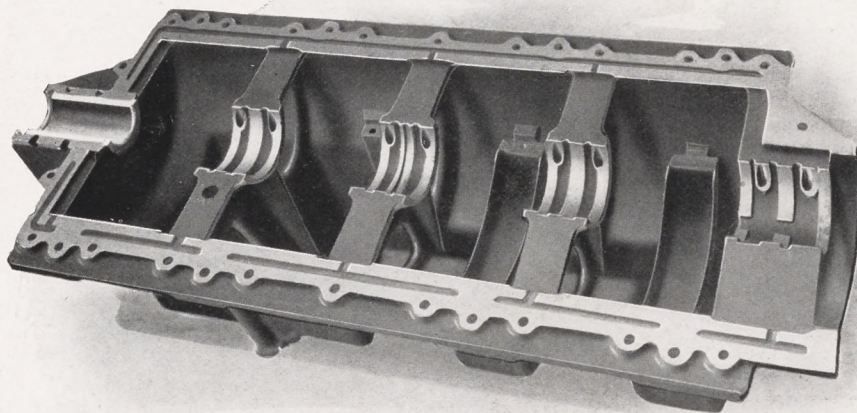
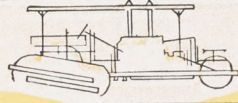
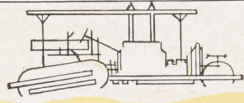
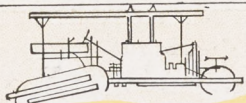
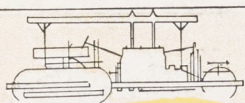
An example of Tracklayer accessibility. The piston comes out through the motor base.

The fan bracket is adjustable. A single tension screw allows the belt to be easily tightened. The belt itself is four and one-half inches wide and double brass studded.

C. L. B. Tracklayer cylinders are cast separately with removable heads. The valves are in the heads and easily accessible at all times.

Each piston in the Tracklayer motor may be removed from the cylinder and withdrawn through the side of the crank-case. This greatly adds to the accessibility of the motor. When so constructed, a piston may be removed and returned to its place without dismantling the engine. It is unnecessary to remove the cylinder.

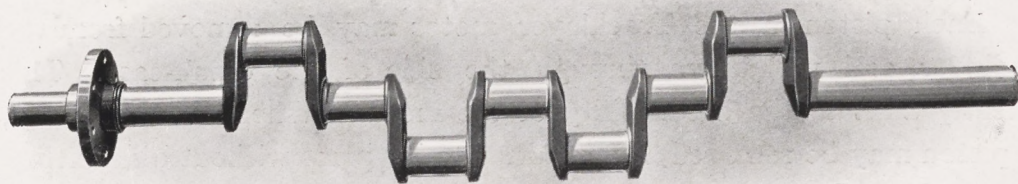
We are showing a picture of the crank-shaft used in the Tracklayer motor. We wish to call your attention to the flange on the left side, to



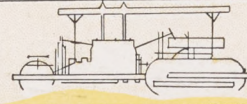
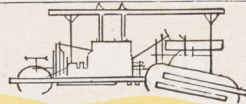
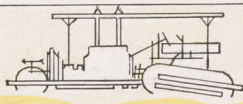
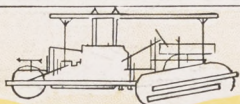
The bearings are all of ample size.

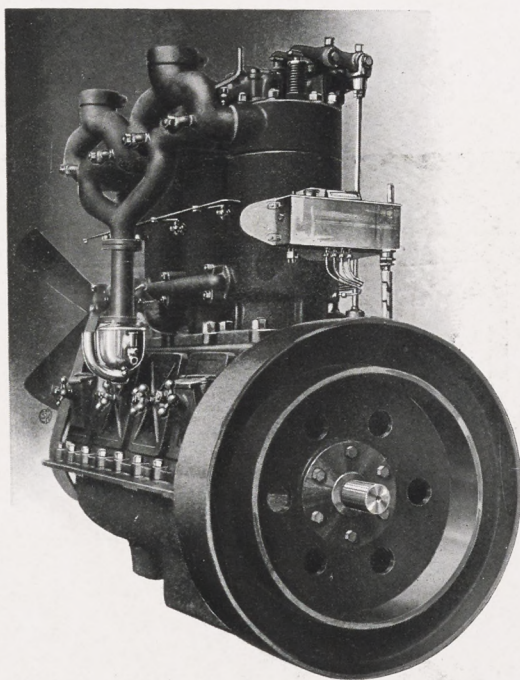
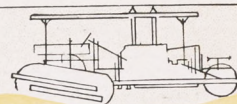
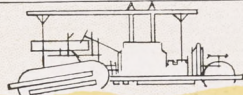
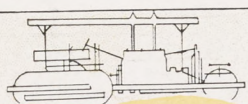
which the fly-wheel is bolted. A crank-shaft made without this flange would have the fly-wheel keyed on; this key forces the fly-wheel slightly out of line. A slight quiver then is continually running through the shaft, finally causing crystallization and breakage. When the fly-wheel is bolted to a flange it will run absolutely true.

The three center bearings in the crank-case are five inches long. The one next to the fly-wheel is nearly ten inches long. The front bearing is six and one-half inches. Since the Tracklayer motor was



The fly-wheel is bolted to the flange on the left, not keyed.





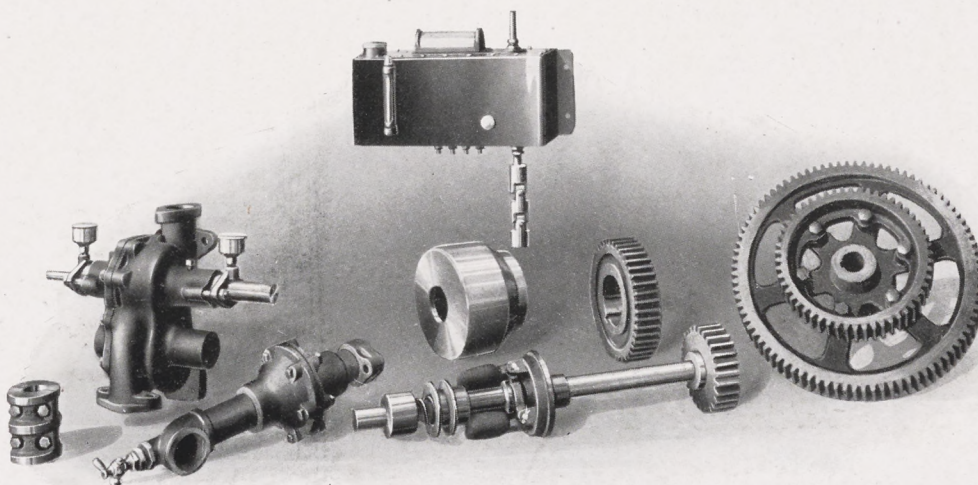
Showing fly-wheel bolted to flange on shaft, mechanical oiler, carburetor and removable inspection plates on crank case.

other motors rated at the same horsepower, as you will find by comparison.

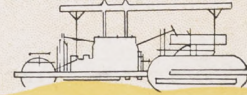
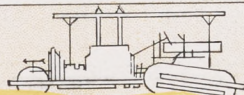
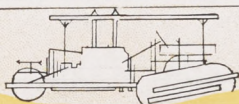
designed as a whole, the bearings and shaft were carefully drawn in size to conform to bore and stroke and rated horsepower.

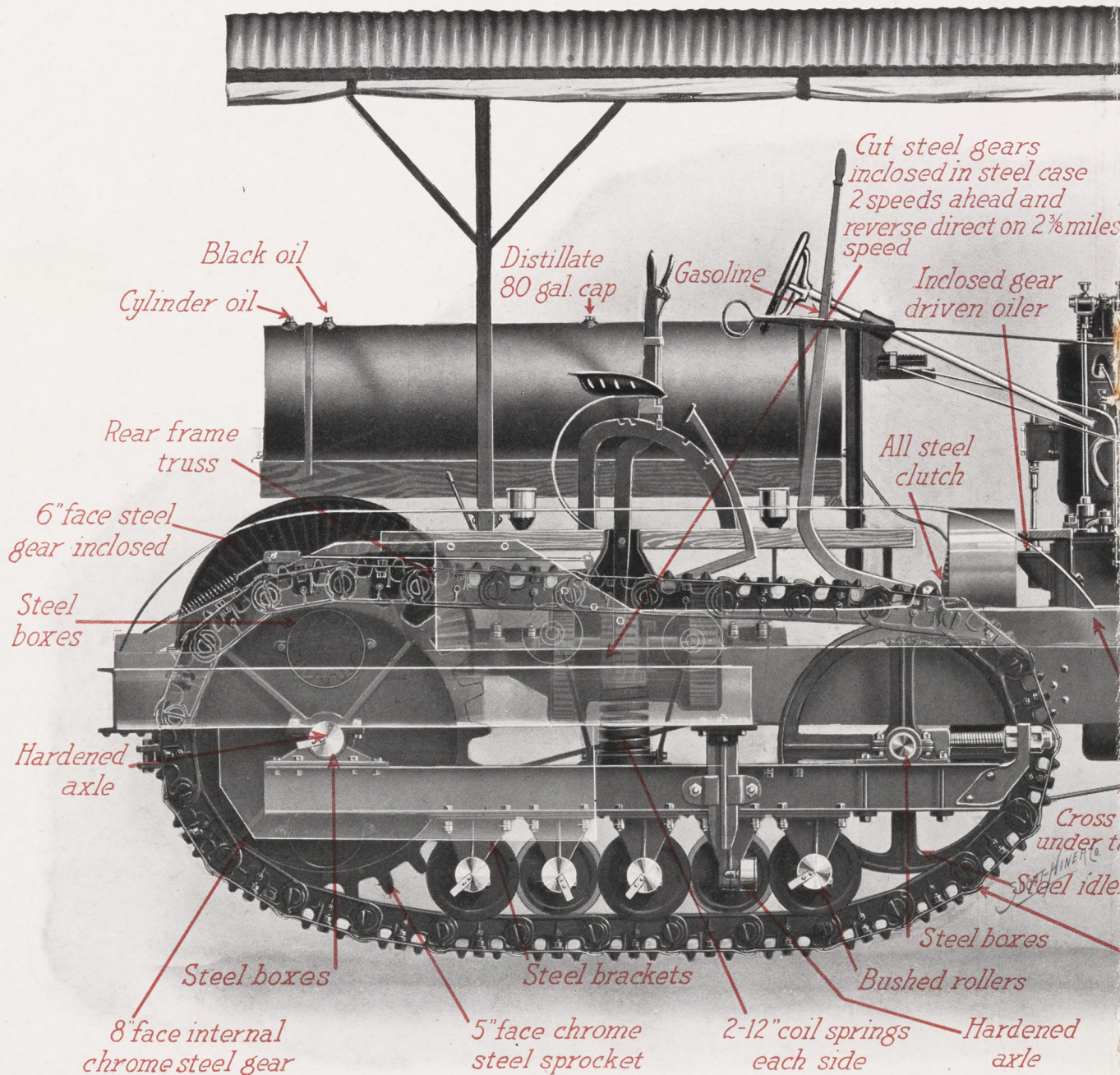
The rocker arms on the C. L. B. Tracklayer motor are steel and bronze-bushed. The rocker arm stands are steel. The push rods are steel, hardened at the ends. Dust caps cover up the tappets, keeping the dirt out and the oil and grease in.

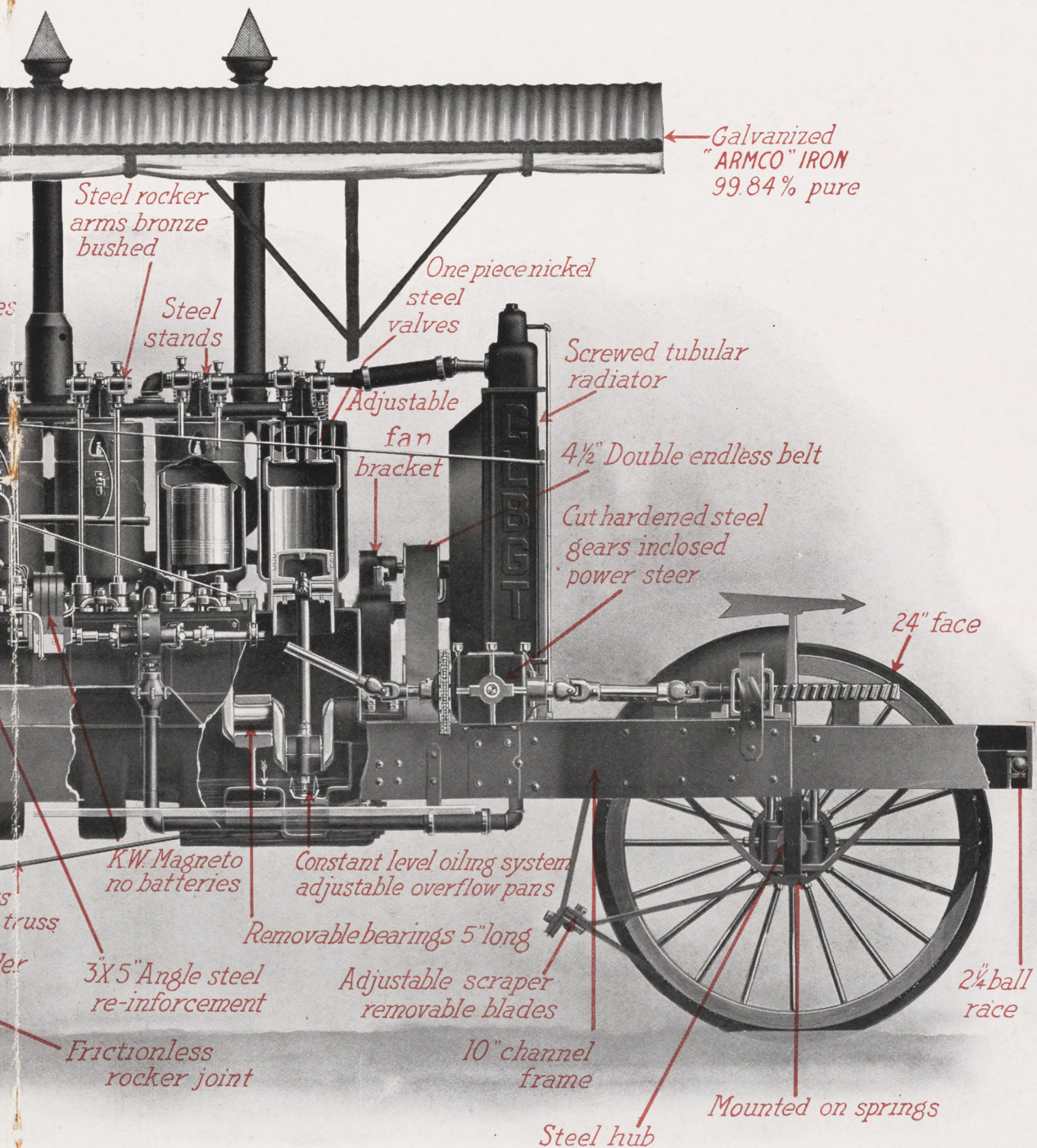
We rate our horsepower conservatively. Our motor has one inch longer stroke and one-quarter inch larger bore than

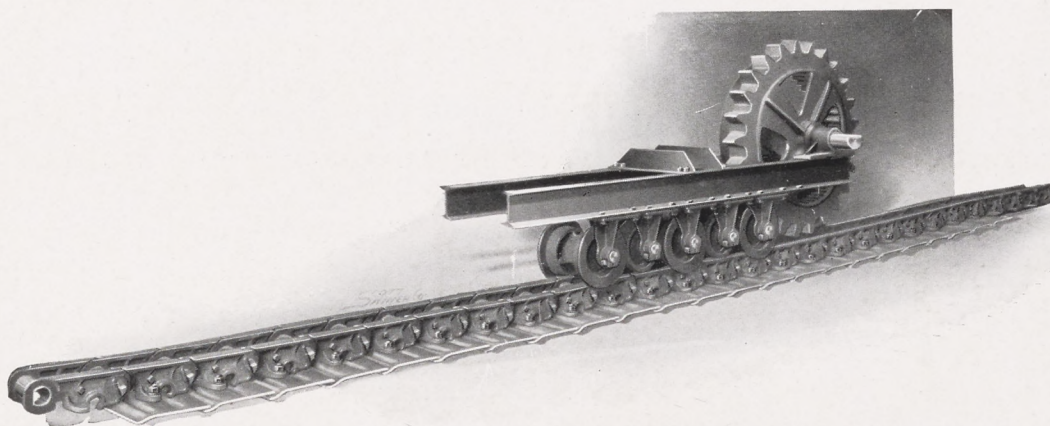
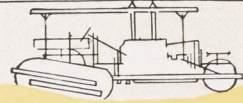
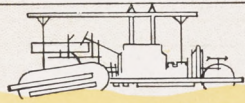
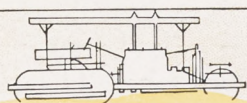


Notice the careful machining on these parts.

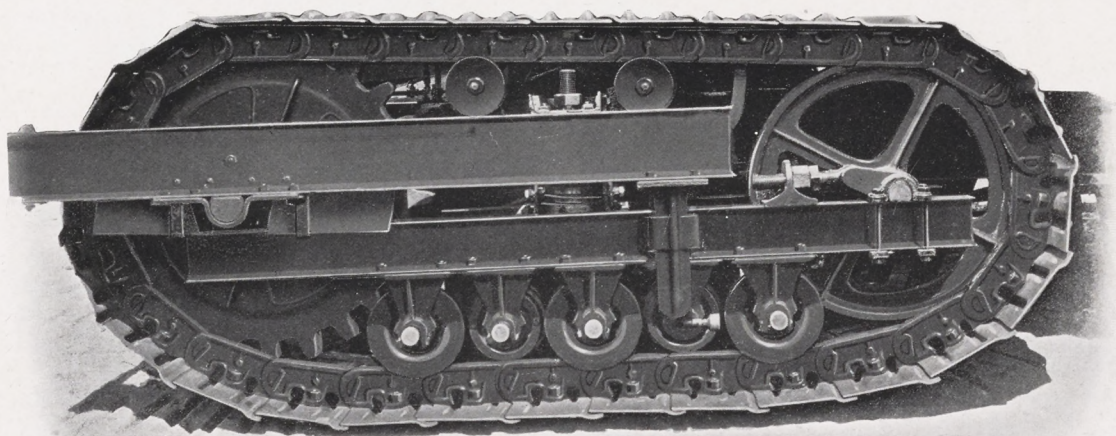




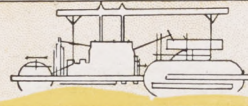
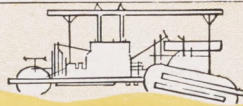
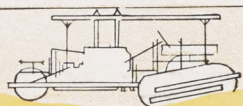


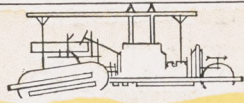
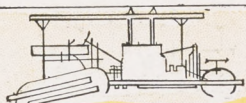
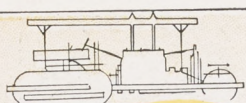


Truck wheels, drive sprocket and track extended.



C. L. Best "Oscillating Truck."





TRACK CONSTRUCTION

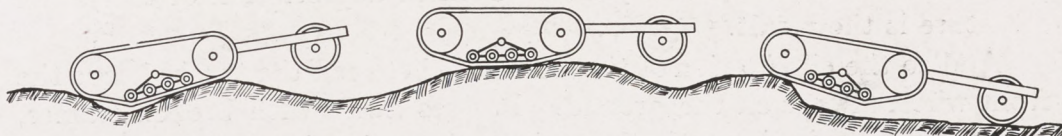


NATURALLY, the most important and vital point in the construction of a track engine is the track and the manner in which it is built. If the track is not rightly constructed, it is an unending source of trouble.

There never was a track construction as successful as that of the C. L. B. Tracklayer. The Tracklayer track alone, with none of the other superior points we will mention, would be sufficient to mark the engine as a wonderful improvement.

In the C. L. B. Tracklayer we hinge the tracks on the rear axle. We have a separate front idler shaft for each truck, leaving the front ends of the track to oscillate upward or downward independent of each other. One track may go down into a hole and the other mount a rise at the same time, as the cuts in the border of the page illustrate.

Every movement means more wear, friction and less power at the draw bar.



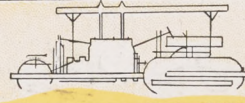
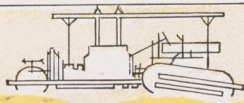
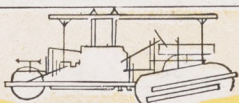
When, with a non-oscillating truck construction, the trucks sink into a rut, or raise the front of the truck up on a hummock, the pilot wheel is raised up in the air, then brought down with a terrific jar. Think what effect this has on the 500-lb. fly-wheel or the motor. The above cut illustrates this feature.

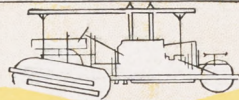
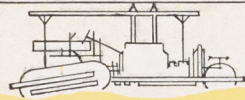
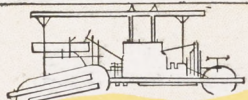
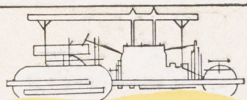


A central oscillating truck frame - power eating and excessive wear

This cut illustrates the central oscillating truck design; note the strain on the track as the truck wheels conform to the depressions.

The C. L. B. Oscillating Truck eliminates this strain.





And another thing:—

A three-legged table is better than a four-legged one for use outdoors in gardens. Did you ever stop to think why?

Because a tripod will stand solidly on uneven surfaces, whereas a four-legged table will stand solidly on nothing but plane or perfectly flat surfaces. A round-wheel tractor is a tripod and, therefore, ideal in this respect. There is usually one wheel in front and two in the rear. If there are two in front, they are always built to oscillate.

The tracklaying tractor is not only a four-wheel or four-legged device, but it actually has five wheels. There is a front wheel, two wheels on the front axle in the front of the truck and two sprockets on the rear axles in the rear of the truck.

Suppose the front end of one truck encounters a small hummock. If the truck doesn't oscillate upward, the same thing happens as when a block of wood is placed under one leg of a four-legged table. One of the four corners is unsupported.

It isn't a serious thing in a table to have it tipping. The table doesn't weigh much. But suppose again that four or five good, big husky men should climb on it with one leg of the table raised about an inch, every joint would be strained and twisted!

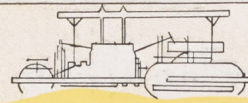
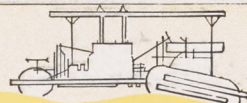
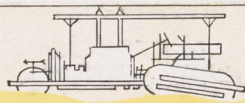
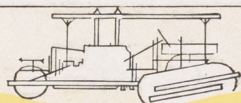
A Tractor weighs ten or twelve tons. It has weight enough to strain and twist all the rivets and joints. General depreciation of the entire structure is the result.

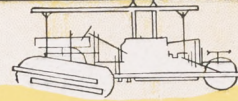
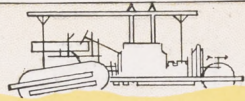
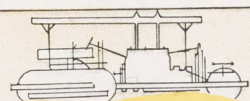
And so the elimination of the front axle between the trucks keeps the front wheel always on the ground. It does away with broken frames, keeps the gears in line and other things of equal seriousness.

It does away with the side strains, with the torsions and twists and *turns the tracklaying tractor into a tripod.*

In designing the "Rocker Joint" used in the tracks on our Track-layer, we kept two things of the greatest importance before us constantly. Let us illustrate.

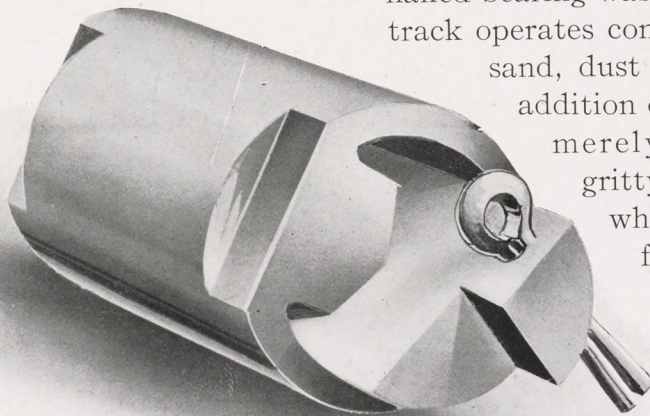
In California, where tractors are used day and night for the greater part of the year, a machine will travel about four thousand miles in twelve months. It is common for a locomotive to pull trains a distance of four thousand miles in a short time, but the travel is on four thousand miles of solid track. Imagine, however, that it were possible to quickly lift fifty feet of railroad track and place it again and again in front of the locomotive over all that four thousand miles of travel.





This is precisely what happens in the operation of a tracklaying tractor, and the fifty feet of track with its multiplicity of joints must bear a proportional strain and wear, which, in the case of the railroad track is distributed over twenty-one million feet of solid track.

Again, we knew that the successful lubrication of a friction or journalled bearing was impossible. The



track operates constantly in gravel, sand, dust and grit, and the addition of oil to the joints merely causes a thick, gritty paste to form which is more harmful than beneficial.

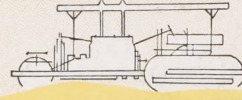
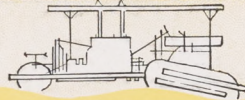
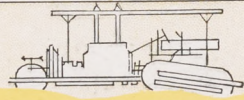
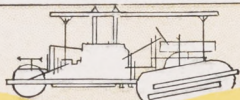
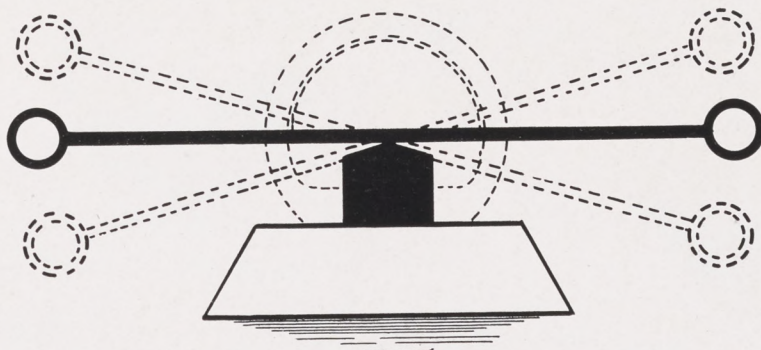
We therefore designed the "Rocker Joint." It is frictionless and needs no oil.

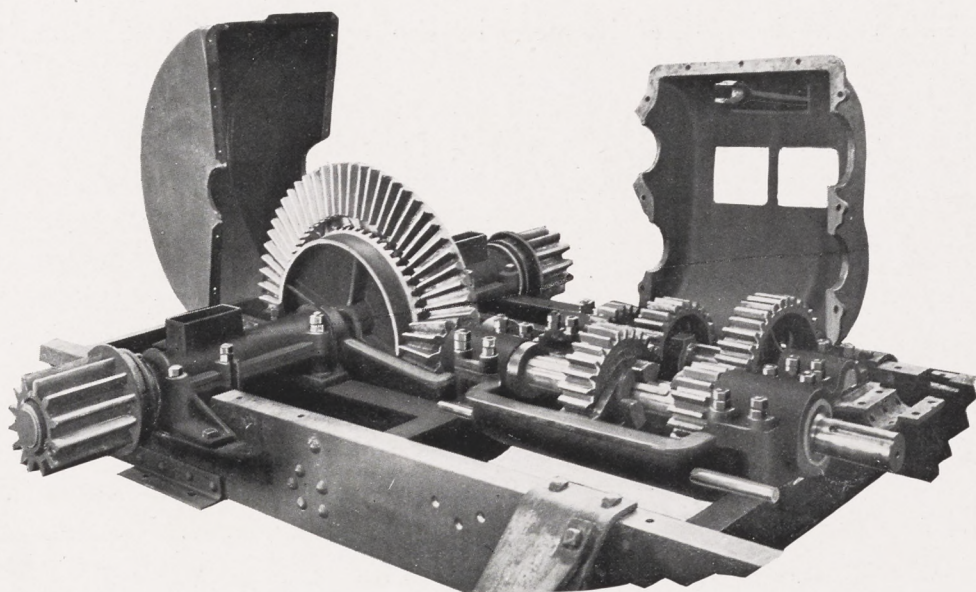
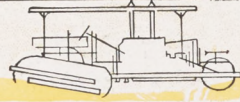
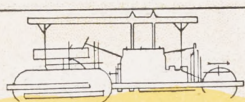
It is a step in the direction of lessened wear and upkeep; and

The "Rocker Joint." The pin rocks from one flat side to another. There can be no friction.

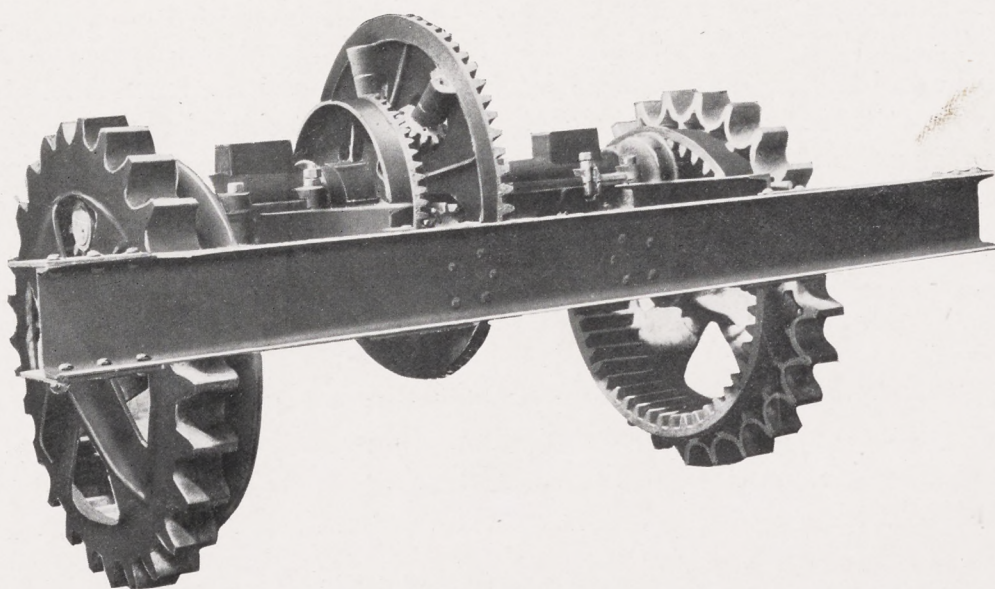
as the importance of the figures given indicate, anything which improves the track improves the entire tractor. Let us explain its action.

The "Rocker Joint" consists of an angle cast integral with a manganese steel spool forming half of the joint, and a half round hardened steel pin for the other half; and as the chain bends, the flat side of the pin rocks from one side of the angle to the other, thus substituting a rolling motion for the rubbing friction. The little cut here shown of a teeter board illustrates its action.

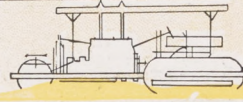
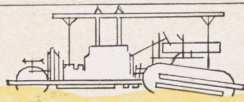
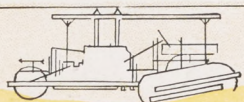


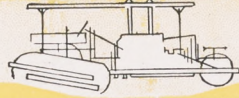
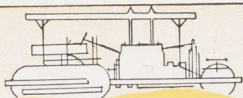


Transmission and differential.



Differential and drive sprockets.





TRANSMISSION

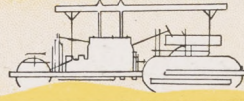
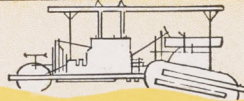
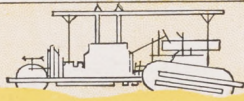
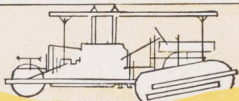


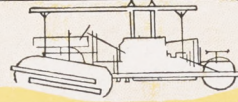
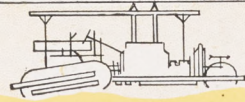
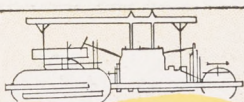
SINCE ninety per cent of the manufacturers in the United States use the gear drive in building tractors, it would naturally be assumed that their superiority over chains would be an accepted thing. In fact, all mechanical engineers recognize the gear drive to be more substantial, because of fewer moving parts, more dependable because the use of larger parts is possible, and cheaper in upkeep cost.

A few years ago saw a rapid change take place among the builders of automobiles. Almost over night the entire industry discarded chains and adopted the gear drive. At the present time the same procedure is occurring among the builders of motor trucks. Here the change was slower, however, because the worm gear, which made the gear-driven motor truck possible, is a thing of recent development. Bevel gears as used in automobiles are not possible in motor trucks, because the slower speed requiring a large gear reduction, brings the bevel gear on the rear axle to enormous size, preventing sufficient clearance between the gear-case and the ground.

But the development of the worm gear made the change entirely possible and today every prominent motor truck builder in the United States is building a worm-gear driven motor truck. The chains are passing to oblivion, as they did in the pleasure vehicle business.

But some manufacturers of tracklaying tractors originally built their machines with the chain drive. In such a case it is impossible to change the machine over to gear drive without redesigning the whole structure—an expensive process. There is also a natural reluctance to admit that the other fellow has been right and they have been wrong. In fact, they refuse to admit it unless forced to do so by declining business.





From the beginning, the C. L. B. Tracklayers have been gear driven. Let us point out some of its advantages.

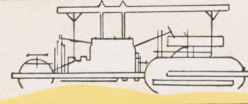
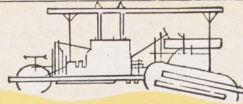
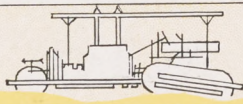
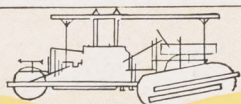
When gears are used on the final drive, it is possible to install the transmission and the motor on the solid main frame itself. There is no superstructure or secondary frame built up on the main frame. Such construction is necessary only when chains are used, because a heavy-duty chain must have the proper distance between sprockets. This means that the first motion-drive sprocket must be raised above the frame. It then becomes necessary in order to line up the motor with the rear end, to mount the motor on plates extending above the main frame, at the same height as the secondary frame in the rear.

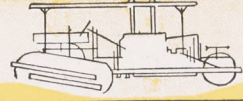
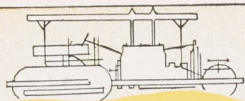
But when placed on the main frame as when gears are used, of which the C. L. B. Tracklayer is an excellent example, all the insecurity of secondary frames, all the vibration and the resultant loosening of rivets and bolts, is eliminated.

From our countershaft to the track itself the transmission of the power is accomplished by exactly four moving parts. There are two chrome steel drive pinions, each with an eight-inch face, and two large chrome steel sprockets, with an eight-inch face internal gear meshing with the two drive pinions. The face of the sprocket is five inches.

There are over two hundred moving parts in twenty or twenty-five feet of chain, without counting the four sprockets required to drive them. The comparison is obvious, and by no stretch of imagination can chains two and one half inches in width and four sprockets to correspond, be shown to have the strength, durability or rigidity, that four steel gears with eight-inch faces are known to have.

It is interesting, also, to compare the sizes of other parts which perform precisely the same functions, of two machines of different make. Such comparisons have no terrors for us and we gladly offer the following figures for your use. We venture to say that you cannot find another tractor on the market which even closely approaches our dimensions.





The face of the gears in our transmission case is three and one-half inches.

The face of the differential gear is six inches.

The countershaft is four inches in diameter.

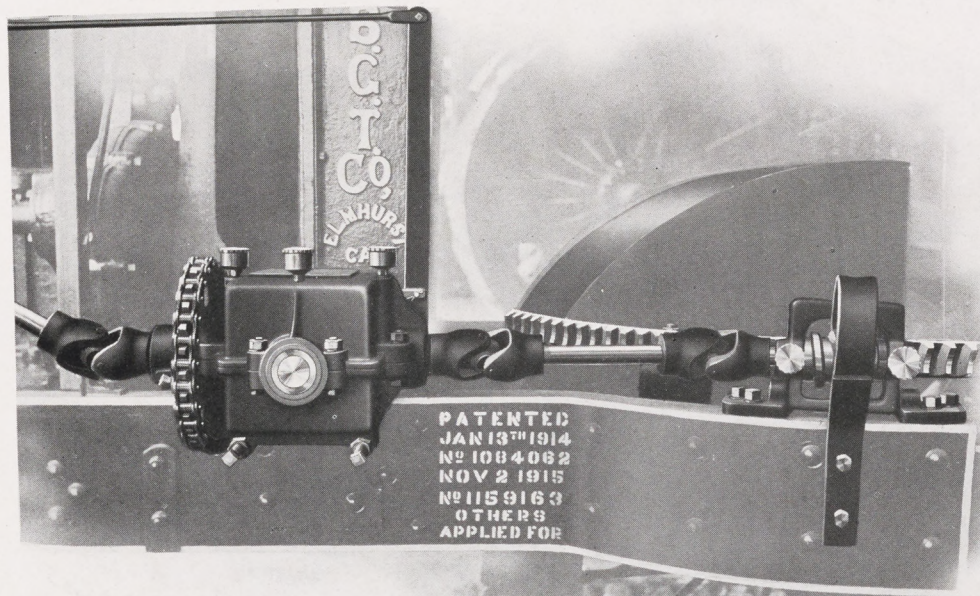
The bearings carrying the countershaft total thirty-one inches in length.

The face of the "bull" or driving pinions is eight inches.

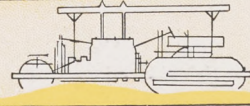
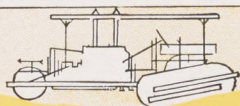
The face of the internal track sprocket gear is eight inches.

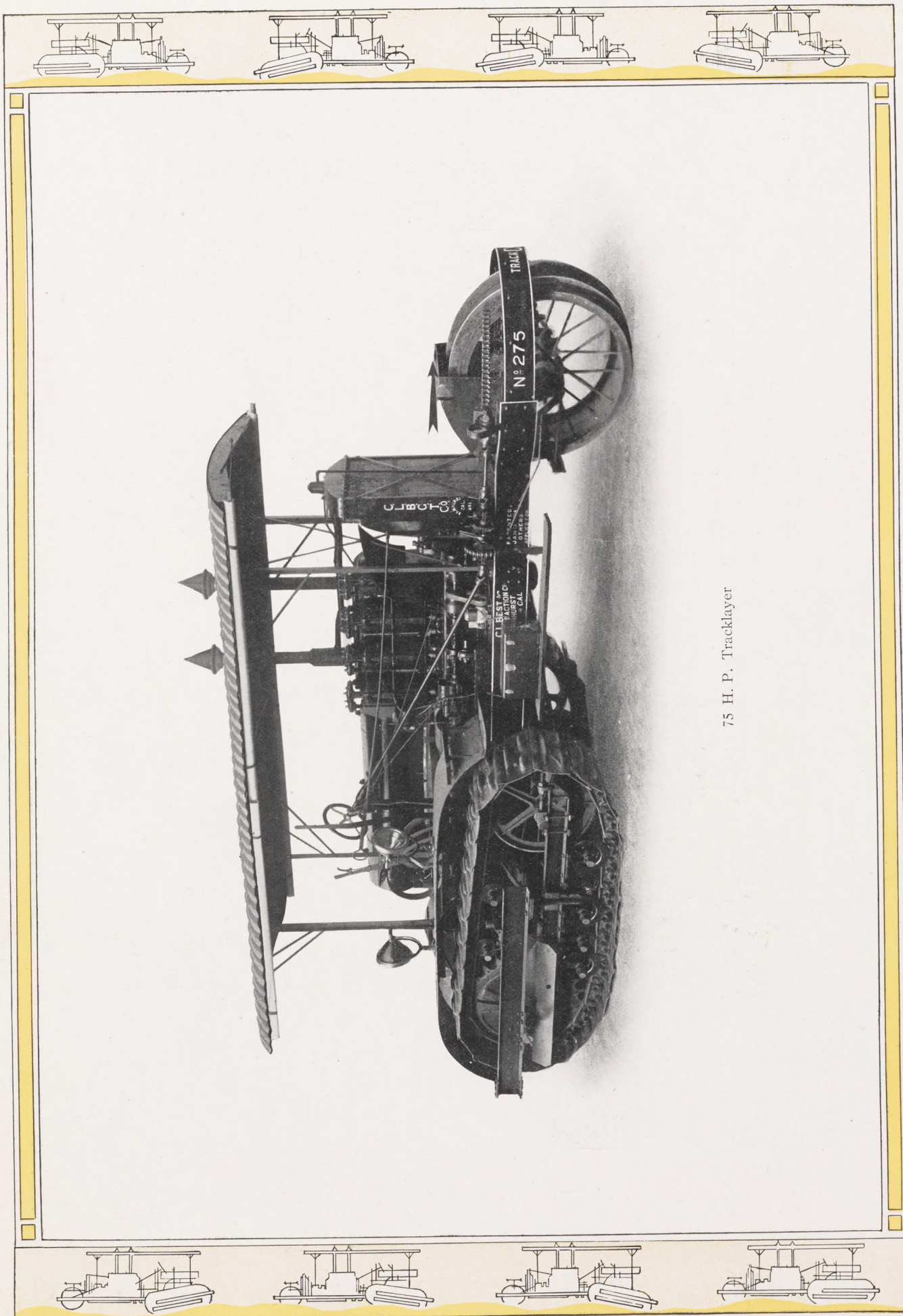
The face of the track sprocket is five inches.

These figures prove the durability of a tractor. They are of such great importance that it is worth your while when comparing two machines to provide yourself with a rule and go over the entire structures of the two, measuring the corresponding parts on both machines. The result will astonish you. Most tractors look good from the outside. What you should do is look from the inside out.

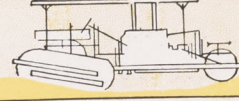
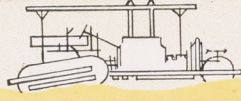
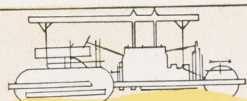


Automatic steering device operated by motor. Cut gears enclosed in oil-tight case.





75 H. P. Tracklayer



Dimensions and Specifications 75 H. P. Tracklayer

MOTOR 4 cylinder, 4 cycle, water cooled, cylinders cast separately, heads removable, one piece nickel steel valves in head. Steel rocker arms on stands, bronze bushed. All parts accessible, interchangeable and quickly removed.

CYLINDERS $7\frac{3}{4}$ " bore, 9" stroke.

RATING 75 brake horsepower at 450 R. P. M. 82 brake horsepower 500 R. P. M.

VALVES Overhead valves mechanically operated, one piece nickel steel, turned and ground; stem $\frac{13}{16}$ ", head $3\frac{1}{4}$ ".

COOLING Adjustable fan bracket on motor, $4\frac{1}{2}$ " double endless belt, steel fan, saw steel blades.

RADIATOR Tubular, seamless brass tubing with brass radiating fins, latter being made and put on by our own process. Tubes are held into place with packing nuts, no solder used. The top and bottom plates are of brass.

CARBURETOR Schebler model E, 2".

IGNITION K. W. high tension impulse starter (no batteries).

GOVERNOR Ball type enclosed and runs in oil, one moving lever.

WATER CIRCULATING PUMP Rotary gear driven by enclosed cut steel gear.

CIRCULATING OIL PUMP Rotary gear, driven by enclosed cut steel spiral gear.

PISTON PINS Held firmly in connecting rod with clamp bolt passing through side of pin. Pin is carbonized, hardened and ground steel tubing and turns in the manganese bronze bushing within the piston.

CRANK SHAFT Bearings removable, crank bearings die cast in saddle. Connecting rods die cast shell bearings. Combined length 51". Diameter of crankshaft $3\frac{1}{4}$ ". Length $6' 10\frac{1}{2}"$. Drop forged from one piece .40 carbon open hearth heat-treated steel. Flange for fly-wheel forged solid.

CLUTCH connection to drive shaft, spring flexible coupling. All steel equalizing, expanding shoe.

CAM SHAFT $1\frac{3}{8}$ " in diameter, ground Cumberland steel .35 carbon. Four bearings, all removable, wide hardened faced cams keyed and pinned.

TIMING GEARS All steel cut gears, wide face.

TRANSMISSION Two speeds ahead, one reverse, all steel cut gears enclosed in steel case. 6" face chrome steel differential gear, fitted with side brakes. 8" face chrome steel internal gear, 5" face chrome steel sprockets cast integral with internal gear. All gears enclosed and run in grease.

SPEEDS High gear $2\frac{3}{8}$ miles per hour. Low gear $1\frac{1}{2}$ miles per hour. Reverse $1\frac{5}{8}$ miles per hour. The $2\frac{3}{8}$ miles per hour speed goes direct to the 6" face differential gear.

CARRYING WHEELS 5 truck wheels, hardened face on each side, 10 in all, bushed with close grain hard iron, run on carbonized and hardened steel axles, held in place with steel clamp boxes.

TRUCK FRAMES Truck frames 6" heavy section I beam, carrying truck rollers and front idler, are hinged to the rear axle and receive the weight of the tractor on 2 double coil springs on each side.

MAIN FRAME Main frame 10". $25\frac{1}{4}$ lbs. channel, formed to receive the front steer wheel circle, reinforced on top with 3 x 5 steel angle. Heavy gusset plates and angle corner pieces generously used.

STEERING is effected through a power steering device with cut steel gears enclosed and run in oil, bronze bushed case and connects with a worm and worm segment, spring controlled, also fitted with hand steering wheel. Either can be used.

FRONT WHEEL 24" face, 48" in diameter, spring mounted, steel hub, ball bearing circle.

MAIN CROSS SHAFT 4" in diameter, $14\frac{1}{2}"$ bearing on one side, two 8" bearings on the other. All boxes, rollers and idlers, clamps, sleeves, and brackets, are steel.

TRACK consists of C. L. B. "Rocker Joint," frictionless chain, drop forged links made of .40 carbon open hearth steel heat-treated and hardened. Manganese steel spool, and carbonized and hardened open hearth steel pin. Front idler is double flanged wheel, no contact with spools of track.

TRACK SHOES Standard width 24", are pressed high carbon steel and are over-lapping. 30" furnished at extra cost.

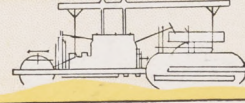
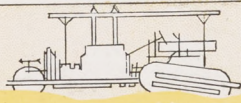
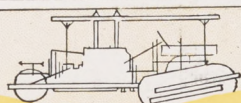
TANK CAPACITY Gasoline 7 gallons, distillate 80 gallons, lubricating oil 5 gallons, black oil 8 gallons. All contained in 2 tanks of 2 compartments each.

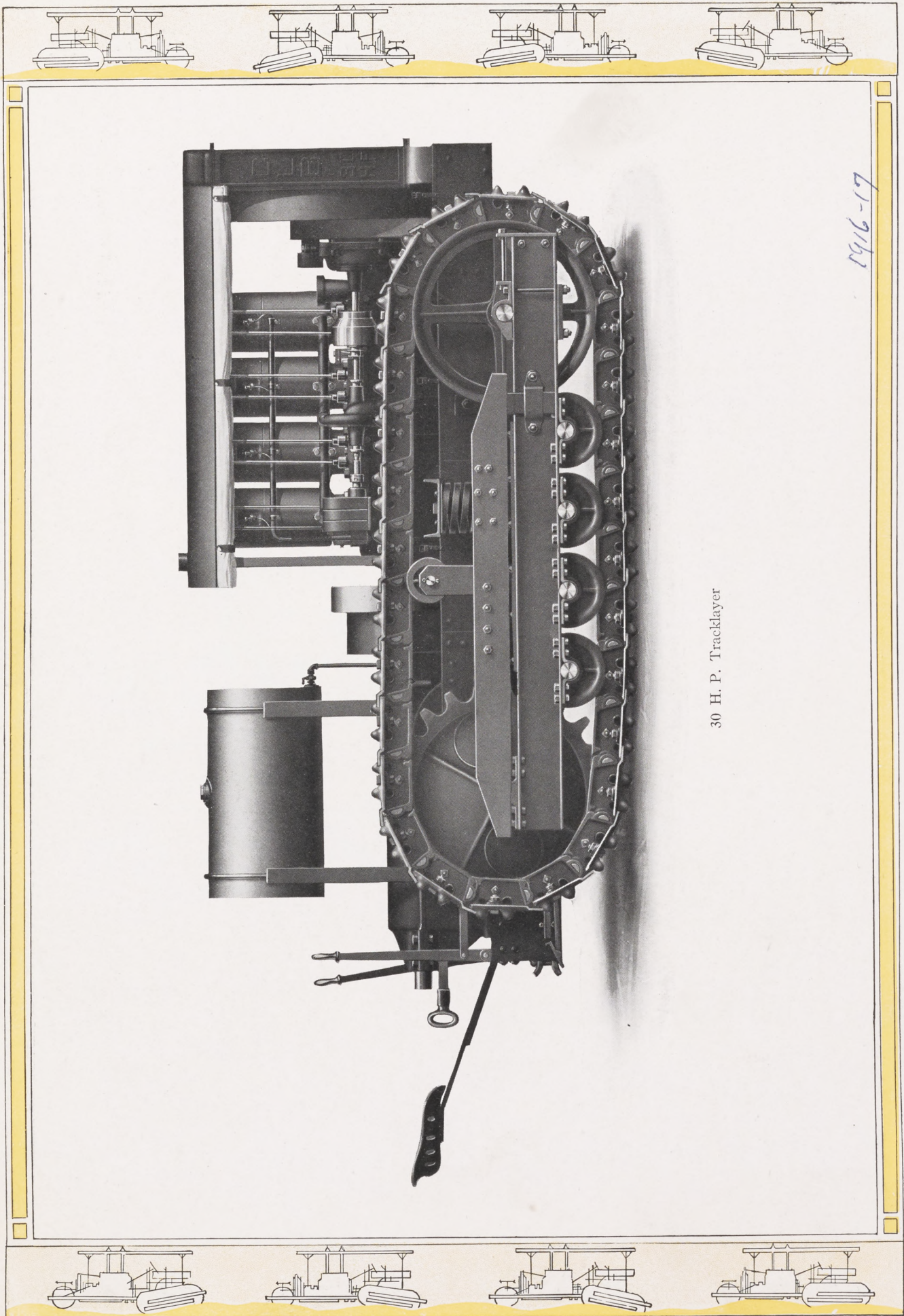
CANOPY TOP Corrugated galvanized "Armco" iron, guaranteed 99.84% pure—the purest and most rust-resisting iron produced.

PULL BAR Swings from center of frame and provision made to hold stationary if wanted.

DIMENSIONS Wheel base 13', width center of track to center of track 71". Width over all of frame 8' 7". Length over all of frame 22' 4". Over all length of track 10'. Height of track $4\frac{1}{2}'$. Height over all of canopy top 10'.

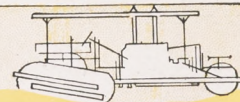
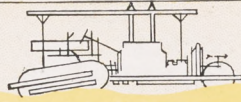
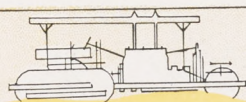
WEIGHT Actual weight complete 28,000 lbs.





30 H. P. Tracklayer

1916-17

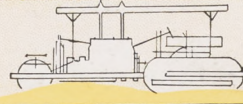
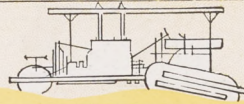
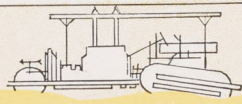
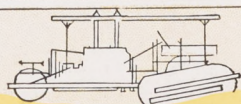


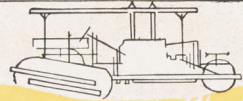
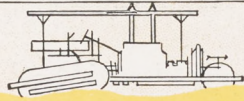
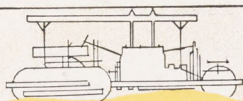
30-H.P. TRACKLAYER



TRACTOR for orchard, farm, vineyard or the road, built with the same standard of perfection as the larger machine and embodying the spring mounted radial "Oscillating Truck" frames, "Rocker Joint," steel transmission case and enclosed chrome steel cut gears. As the cut on the preceding page shows, this is of the no steer wheel type, is guided by its side frictions, which are of the expanding ring type, lined with non-burn brake lining. The motor is our well tried 30, used the last two years. Fitted to the fly-wheel is a disc clutch faced with non-burning brake lining. Both the change speed gears and the main bevel drive are journaled in a one-piece steel case. It has two speeds forward and reverse, controlled with one lever. Width of the bevel drive is 4 inches coarse pitch—width of the internal gear is 5 inches. The main frame is a built up, frame side plate being 16 inches in depth. Two gusset plates on the bottom with sloped up ends insure the frame against any twists or disalignment. A tractor that we are proud to build and which is guaranteed against defective workmanship or material.

See page following for specifications.





Dimensions and General Specifications of the 30 H. P. Tracklayer

MOTOR 4 cylinder, 4 cycle, water cooled, cylinders cast separate, removable heads.

BORE $5\frac{1}{4}$ ".

STROKE $6\frac{1}{4}$ ".

IGNITION K. W. magneto impulse starter (no batteries).

LUBRICATION Constant level splash system. Gear driven submerged rotary gear pump, adjustable oil pans.

GOVERNOR Ball type automatic governor enclosed and runs in oil with one operating lever.

CARBURETOR Schebler $1\frac{1}{2}$ ", model E.

COOLING Motor carries adjustable fan bracket whereby the belt can be tightened. Belt $2\frac{1}{2}$ " double leather endless.

RADIATOR Tubular, seamless brass tubing with brass radiating fins, latter being made and put on by our own process. Tubes are held into place with packing nuts—no solder used. The top and bottom plates are of brass.

BEARINGS Crank bearings are saddle bearings, removable, die cast. Connecting rod bearings die cast, removable shells.

CRANK SHAFT $2\frac{1}{2}$ " in diameter, drop forged in one piece and .40 carbon open hearth, heat-treated steel—5 bearings. Flange for fly-wheel forged solid. Total bearing lengths 34".

CAM SHAFT $1\frac{1}{4}$ " in diameter, ground Cumberland steel, .35 carbon; wide face, hardened cams; are keyed and pinned, 4 removable bearings.

TIMING GEARS Cut steel, wide face, enclosed. Run in oil.

VALVES One piece nickel steel, made in our own factory. Turned, heat-treated and ground.

PISTONS Are close grained hard iron rough turned and gaged, and ground to within .001 inch. 3 rings, 4 oil grooves.

RATING 30 B. H. P., 16 D. B. P. at 600 R. P. M.

TRANSMISSION Steel cut transmission gears, 2 speeds ahead, and reverse, enclosed in oil tight case. 4" face, heavy pitch chrome steel bevel drive, enclosed in oil tight case. Main drive shaft 3" in diameter, .40 carbon open hearth steel. Internal gear drive 5" face, chrome steel gear, enclosed, runs in grease.

CLUTCHES Expanding ring type. Faced with non-burning brake lining.

CARRYING WHEELS 4 chilled carrying wheels each side, bushed with close grain iron. Run on carbonized and hardened axles.

FRONT IDLER Double flanged wheel, no strain on track spools.

TRUCK FRAME Radical oscillating C. L. B. truck frame, spring mounted.

MAIN FRAME Built up frame of angles and plates with a depth at center of 16" tapering off to 8" at the end, tied together with cross angle channels and 2 large gusset plates at the bottom, making a rigid frame.

STEERING Is effected with rear side frictions.

STATIONARY BELT ATTACHMENT Furnished regularly with pulley on transmission shaft. Also arranged for right angle drive with enclosed hardened bevel gears, at extra cost.

TANK CAPACITY Distillate 25 gallons. Black oil $1\frac{1}{2}$ gallons.

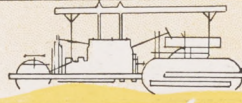
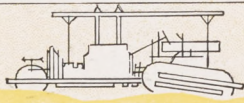
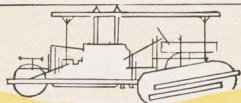
TRACK C. L. B. patented "Rocker Joint," hardened steel rockers. Removable, drop forged track shoes, standard width 12", least possible width 8", greatest possible width 20".

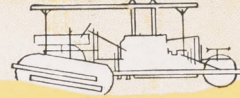
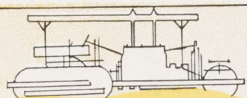
DIMENSIONS Length over all frame 112". Width outside of tracks 65". Height over all 56". Width over all of frame 32". Length of truck on ground 66". Height of truck 31".

TURNING Will make complete turn in 12-foot circle.

SPEEDS $2\frac{1}{2}$ miles per hour on the high, $1\frac{3}{4}$ on the low. Reverse 2 miles per hour.

WEIGHT Complete 8500 lbs.





THE PONY 8-16-H.P. TRACKLAYER



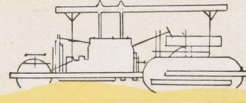
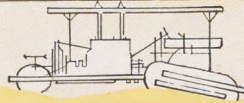
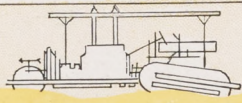
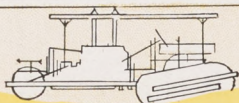
FOR years the farmers and orchardists of the country have wished for a small tractor that would displace their horses. The Pony answers this need. This sturdy little engine pulls four ten-inch plows six to seven inches deep, at the rate of one and three-fourths to two and three-eighths miles per hour, and does it easily. It turns short enough to suit the most exacting, making a complete turn in a ten foot circle. There it no steering wheel to bother with, only two clutch levers and a reverse.

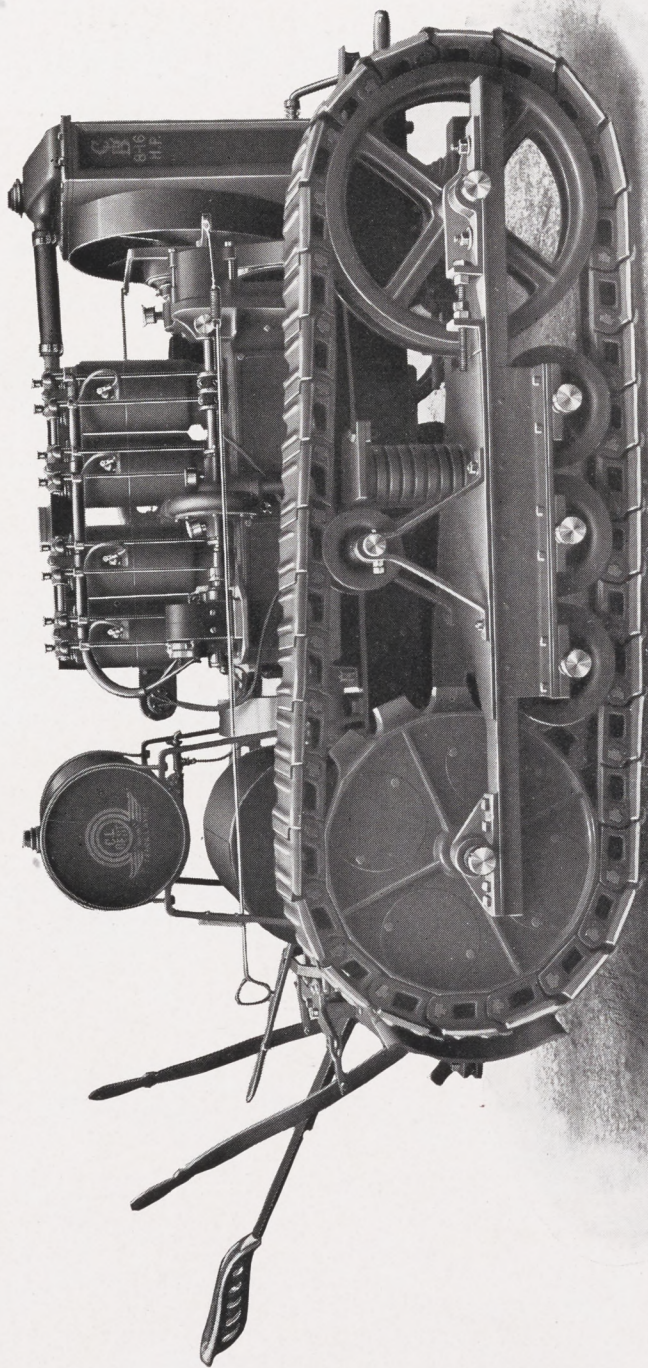
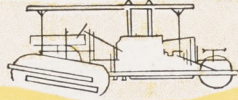
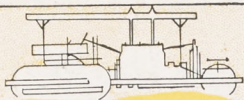
The Pony is built in the same workmanlike manner and of the same high-grade materials as our larger machines and guaranteed in the same way.

Built along the lines of greatest simplicity, flexibility, and compactness, together with great reserve power, cheapness of operation and up-keep, the Pony is giving perfect satisfaction.

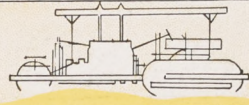
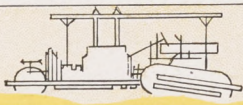
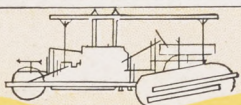
The Pony carries the same guarantee as our larger Tracklayers.

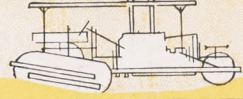
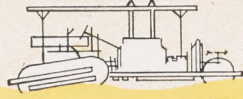
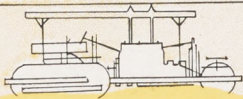
See following pages for specifications.





8-16 H. P. Pony Tracklayer





C. L. Best Pony Tracklayer 8-16 H. P. Dimensions and Specifications

MOTOR C. L. B. Motor, 4 cylinder, 4 cycle, valve in the head.

MOTOR SPEED 650 R. P. M.

CYLINDERS Cast single—removable heads. Bore $4\frac{3}{8}$, stroke $5\frac{1}{4}$.

POWER BRAKE TEST 16 horsepower at 650 R. P. M.

DRAW BAR PULL 8 horsepower.

SPEED Variation in speed from $1\frac{3}{4}$ to $2\frac{3}{8}$ miles per hour. Guaranteed draw bar pull, 8 horsepower.
Reverse $1\frac{3}{4}$ to $2\frac{3}{8}$ miles.

COOLING Vertical tube radiator, screwed tube.

WATER PUMP Centrifugal water pump, gear driven.

FAN All steel in double adjustable bracket. Driven with 2-inch double belt.

IGNITION Dixie magneto impulse starter—no batteries.

LUBRICATION Constant level splash system, adjustable pans—oil and grease cups where needed.

GOVERNOR C. L. B. ball type, enclosed in dust proof case, runs in oil, very sensitive—governs closely.

CARBURETOR Schebler Model E, 1".

PISTONS Close grained gray iron, ground within .001 inch of size, three piston rings, pistons removable through inspection plates in crank case.

PISTON PINS High carbon steel hardened and ground.

CONNECTING ROD Drop forged steel connecting rod, clamped to pin with clamp bolt passing through side of pin.

VALVES Drop forged nickel steel, one piece.

TRANSMISSION Steel cut bevel gear, hardened. 3" face, to 4" face internal gear.

TRACK 10" wide track made up of solid cast manganese steel link shoe, spool cast integral with C. L. B. "Rocker Joint." Rocker pins tool steel hardened.

TRACK DRIVE The sprockets are of high grade chrome steel and have 3" face, teeth meshing with manganese steel sleeves in joints of track. Sprockets are bronze bushed and turn on stationary rear axle.

STATIONARY PULLEY On extended crank shaft, extra bearing.

TRACK IDLERS Cast chrome steel, flanged wheels, no strain on track spools. Bronze bushed, each on independent shaft.

STEERING Two side expanding ring cone operated clutches. Automatic brakes for extreme short turning—no front wheel.

MAIN FRAME Channel steel frame well trussed solid platform bottom, eliminating braces and rods. Mounted on C. L. B. "Oscillating Trucks," making machine flexible, affording thorough traction on uneven ground.

PULL BAR Swings from center of frame, affording easy turning and keeping tractor level on the ground.

TANK CAPACITY 15 gallons.

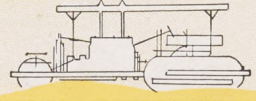
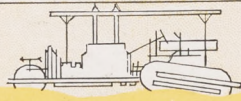
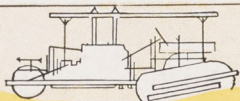
HEIGHT OVER ALL 48".

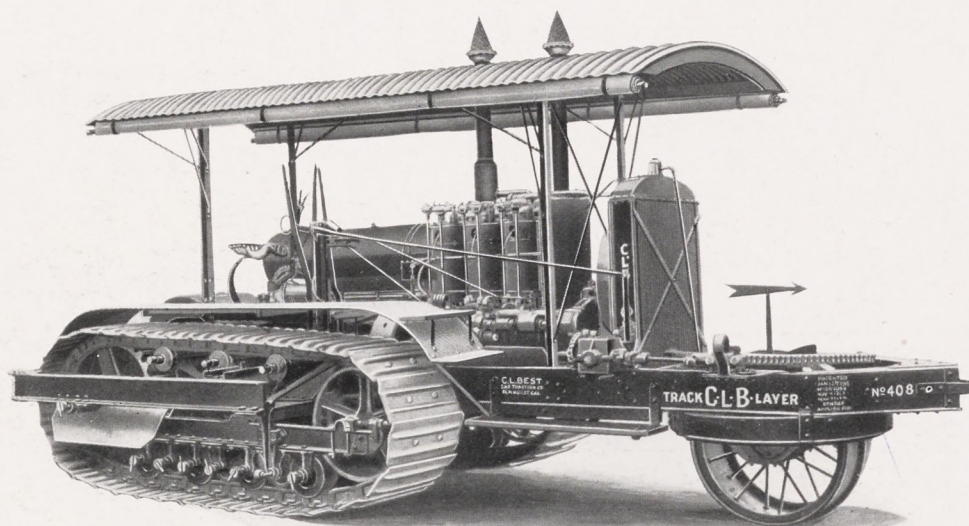
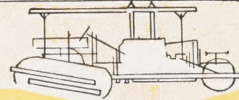
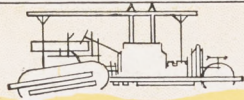
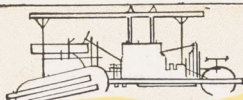
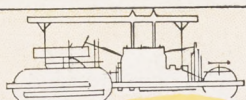
WIDTH OVER ALL 50".

LENGTH OVER ALL 84". Will turn in 10-foot circle.

BEARING SURFACE ON GROUND 10" track, $3\frac{3}{4}$ lbs. per sq. inch. Other width tracks supplied at extra cost.

WEIGHT 5100 lbs.





Specifications 90 H. P. Tracklayer

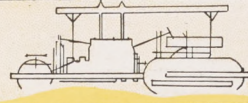
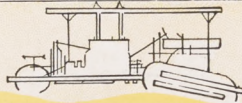
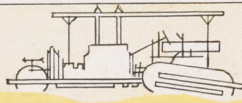
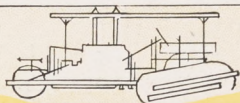
For those who want a large tractor for work on very soft or sandy soil, for making a shorter turn than the 75, we have perfected the **90 H. P. Tracklayer**. Although the differential gear of the 75 H. P. will turn the machine with its load short enough for any ordinary purpose, still for extreme short turning, particularly on soft ground and where more power is necessary, we recommend the **90 H. P. Tracklayer**. We have perfected a frame design that will stand the strain due to friction drive.

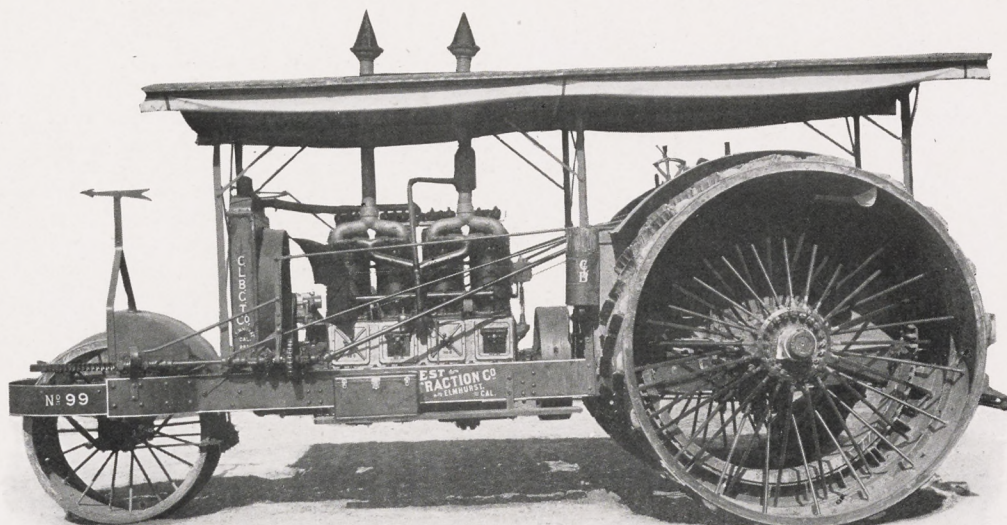
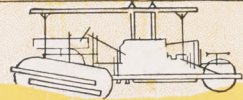
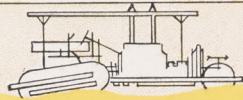
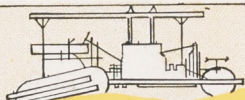
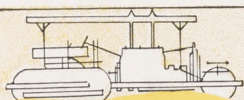
MOTOR Four cylinder, 8 x 9 inch stroke, fitted throughout to run 450 or 500 R. P. M. Has one piece nickel steel valves, 40 point carbon, heat treated, open hearth crank shaft, drop forged, close grain cylinders. Cam shaft is ground Cumberland steel. Cams are keyed and pinned. Timing gears are cut steel, 35 point carbon, the same as is used in our 75 motor, and there has never been one known to wear out or break. Motor carries an adjustable fan bracket, with steel fan center and saw steel blades, and the belt is 4½ inch endless, double leather, double studded. Motor is fitted with K. W. Impulse starter magneto, no batteries. The fly-wheel is accurately balanced.

TRANSMISSION All gears in transmission are cut steel. The main shaft and transmission 3½ inches diameter, and of nickel steel. Main drive shaft 4 inches diameter, 35 point open hearth steel, and the two main bearings on this shaft are 14 inches long and approximately 6 inches in diameter. Two sleeves that go through these boxes engage the drive pinion with an internal jaw clutch, no keys being used. These two sleeves carry a steel spider of internal expanding ring clutch type, both of which are enclosed and run in a bath of oil. The main bevel drive is 6 inches face, chrome steel, bolted with 1 inch bolts to a drum that is securely fastened to 4 inch shaft, both brake drums being steel. The entire drive enclosed and run in oil.

TRACK Chrome steel track sprockets for 30 inch track. "Oscillating Trucks" are 2 feet longer than our 75. Each truck carries 7 rollers. Front idler is double flanged wheel, no contact with spools of track. Track is drop forged, oil tempered and consists of C. L. B. "Rocker Joint" frictionless chain. Pins are drop forged, carbonized and hardened, fitted with 24 inch shoes, but will accommodate 30 inch shoe.

FRAME The main frame is torpedo design and comes together in front in the shape of a V. Front wheel 40 inches in diameter, 20 inches face, mounted on springs. The whole frame is heavier than the 75 frame, which insures it against twisting the frame, owing to friction drive. Fitted with power steering device, in which the gears are enclosed and run in oil, gears being cut steel and hardened.



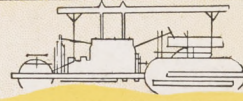
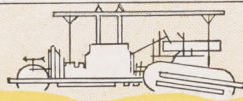
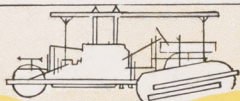


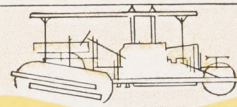
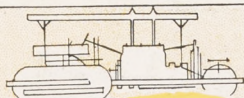
Specifications 75 h-p. Best Round-Wheel Tractor

We still build round-wheel tractors for those who want them for use in favorable conditions. And no better round-wheel tractors are built anywhere.

We would be pleased to give you further information on this tractor. In the meantime, these are the specifications:

MOTOR		BEARINGS	
Number of Cylinders	4	Length of main bearings	29
Bore	7 $\frac{3}{4}$	Length of crank pin bearings	5
Stroke	9	Length of crank bearings	5
POWER (H. P.)		Combined length of crank and wrist pin bearings	66
Rated	75	Number of crank bearings	5
Actual brake—		DIMENSIONS	
at 450 R. P. M.	75	Length over all	21' 5"
at 500 R. P. M.	82	Width over all	10' 7"
Drawbar power—		Width between wheels	55"
1 $\frac{3}{4}$ miles per hour	50	To top of canopy	10' 4"
2 $\frac{1}{2}$ miles per hour	40	To top of wheel housing	8'
3 $\frac{3}{4}$ miles per hour	20	TANK CAPACITY	
3 speeds ahead and reverse		Water	32
WHEELS—MAIN		Distillate	80
Diameter	90	Gasoline	5
Width	24–36	Lubricating oil	13
TILLER WHEEL		CLEARANCE	30
Diameter	50"	WEIGHT, lbs.	24,000
Width	24"		





F 477

BOWY 2227

TELEPHONE: OFFICE: 1408-08 CHRONICLE BUILDING
YARDS: 18TH AND VERMONT STREETS

L. LINDSAY
907-11 CITIZENS BANK BLDG.
LOS ANGELES, CAL.

DUNCANSON-HARRELSON CO.
CONTRACTORS AND ENGINEERS

HYDRO-ELECTRIC PLANTS
PILE DRIVING, BRIDGE AND WHARF CONSTRUCTION
CONCRETE AND EXCAVATING

OFFICE: 1408-08 CHRONICLE BUILDING
YARDS: 18TH AND VERMONT STREETS

SAN FRANCISCO, CAL., December 30th, 1915.

February
Twenty-fifth
1916.

L.C. Best Gas Traction Co.,
Station G, Oakland, Calif.

Gentlemen:

Referring to the 75 h.p. tractor engine which I purchased from you last summer, would say that this engine has been in constant use most all the time since the purchase of same.

We first used the engine in plowing 1500 acres of hard ground, in the months of July and August, the ground being very nearly as hard as rock, at times being so hard that it would straighten the plow beams on one of the large export John Deere gang plows, heaviest type, so this will give you an idea of what we had to contend with.

The engine is now at work in the Imperial Valley, where we have been dragging heavy brush with several heavy 90 pound railroad rails blotted together, breaking brush six to eight inches in diameter.

With all this work I do not believe the repairs have amounted to more than \$20.00. The engine is now seemingly as good as when it came from the shop, and it has given perfect satisfaction in every respect.

Yours very truly,

Dictated by *R. Rindeau*
Signed in his absence (by) *A. J. Thomas*

Des Palos, Cal., Oct. 2d, 1915.

C. L. Best Gas Traction Co.,
Oakland, Cal.

Gentlemen:

I want to tell you about my 75 H.P. Tracklayer I bought in July 1915. I have harvested 3000 acres, pulling a 28 ft. cut harvester and plowed 900 acres pulling 240 inches of plows.

During this time I have not found it necessary to buy a single extra or any repairs other than a dozen bolts for the track shoes. These I have never used.

The tractor turns shorter than any tracklaying machine I have ever seen. I have heard that your machine will not turn short and has too much weight on the front wheel but both statements are untrue.

A new 75 H.P. tractor of another make and similar design purchased in the spring of this year was working near me. It took thirty days and many experts from the factory for them to plow a half section. I plowed a half section with my Best in five days.

The tracks, after all this work, haven't a loose joint in them. You can't force a piece of paper between any of the links and pins.

A tractor made of steel is the machine to buy and the only one I know of is the C. L. Best.

Yours truly,

Clyde Hammonds

C. L. Best Gas Traction Co.,

Elmhurst, California. Attention of Mr. L. J. Gauthier.

Dear Sir:-

We wish to thank you for the services rendered in furnishing competent engineers to us for the operation of the tractors which we purchased from your Company.

All six tractors were operated daily from date of arrival at Benton over a sandy desert road sixty miles in length with maximum grades of 18 per cent., the altitude varying from 5500 to 8050 feet. The machines were operated until the heavy snow forced us to discontinue construction work on the dams and pipe line for the balance of the winter.

We expect to begin operations about May 1st, 1916, and have no reason to doubt our ability to handle the transportation problem successfully, as we believe the machines will continue to deliver according to our expectations.

Respectfully yours,

DUNCANSON-HARRELSON CO.,
By *A. J. Thomas*
Vice-President.

Dunnigan, Cal., Sept. 1st, 1914.

C. L. Best Gas Traction Co.,
Sta. G,
Oakland, Cal.

Gentlemen:

The 70 H.P. "C.L.B." Track Layer we purchased from you some while back has given us very fine service.

We have to criticize you in one particular and that is you are considerably under-rating the horsepower of this machine.

We ran through harvest, which was about thirty-five days, and the only water we put in the radiator was what was left from the drinking jug.

We are pleased to say that we finished our usual harvest from twelve to twenty days sooner than we have ever done before, which proves conclusively that your "C.L.B." 70 H.P. travels some third faster than do mules or other tractors that we have observed.

The all steel construction is certainly a boon to the farmer for we have had no breakdowns whatsoever, nor have we been delayed.

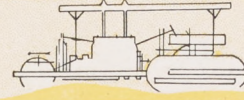
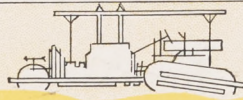
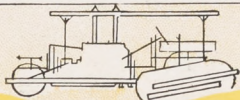
The oscillating trucks certainly fit themselves to the ground and they waddle over bumps and down depressions un-noticably.

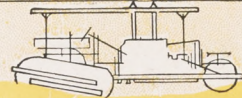
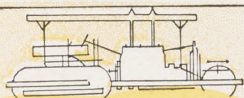
The rocker joint in the track seems to be a wonderful anti-friction device for the track revolves freely and there is no grinding, scraping and pounding as we expected and had observed on other machines.

In conclusion we wish to congratulate your Mr. C. L. Best, the designer of this machine.

Yours truly,

J. E. Byers
J. E. Byers





MARIN MEADOWS RANCH

IGNACIO, CAL. Oct. 9, 1914.

C. L. Best Gas Traction Company,
Elmhurst, Cal.

Gentlemen:-

We have used the two engines this summer and wish to tell you that we are very well satisfied with them.

First one has worked continuously from April 15th to date and the other one from July 17th to date, both working steadily night and day. We are plowing up practically all new land and the bulk of it tough salt grass. We have had practically no delay on account of breakage.

I am enclosing a detailed statement of our records of each engine, and if we had to have this work done by contract or by horses the usual prices figured for this work would be about \$10.00 an acre.

Very truly yours,
MARIN MEADOWS RANCH,
By

W. J. Jorgensen

No 1

San Jose Calif
Jan 1 1915

C L Best Engrg Co
Dear Sirs

I have been working the 30 Tractor on two ten foot randaes and pulling them in the high speed and on loose summer fallow ground, and it does its work easy at 500 rev per minute and on 20 Gal of Distillate per 10. hours. Am more than pleased with it. Am now pulling 5-10 inch battans 7 in deep in the high speed with the same results.

Yours Respectfully
C. L. Kidwell

San Jose Calif.

Feb. 20 - 1915

C. L. Best Gas Traction Co.
Elmhurst.

Gentlemen:- The 70 H. P. Tract Layer purchased by us Nov 20. 14. has been very satisfactory. We have run tractor twenty four hours per day. On brown hundred and fifty ^{acres} made and average of twenty five acres per day pulling two hundred ins. of plow five in deep. On 100 gal distillate and 7 gal of Gasoline Oil. We also plowed during dry work 45 acres in ten days. After plowing 2000 acres the tractor is practically as good as new, with no expense of upkeep, and we take great pleasure in recommending it to you very truly, Salmon & Raynolds.

Delta Utah Mar 6th 1916

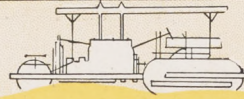
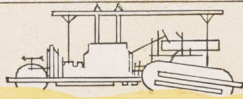
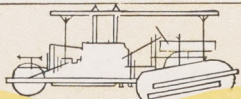
C. L. Best Gas Traction Co
Elmhurst Cal

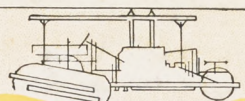
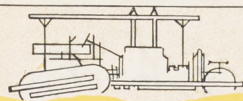
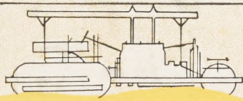
Gentlemen

We have been working our C. L. B. Tract Layer 3 years now, practically every day and night that the weather would permit with the exceptions of harvesting.

We believe this engine has run steadier and done more work than any other traction engine in the state of Calif.

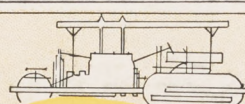
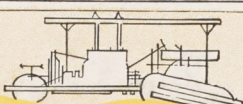
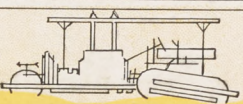
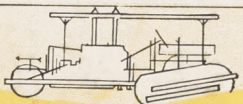
On these three years we have never been tied up with a break down. If we ever wear this one out we will buy another C. L. B. Very truly yours J. W. Brown

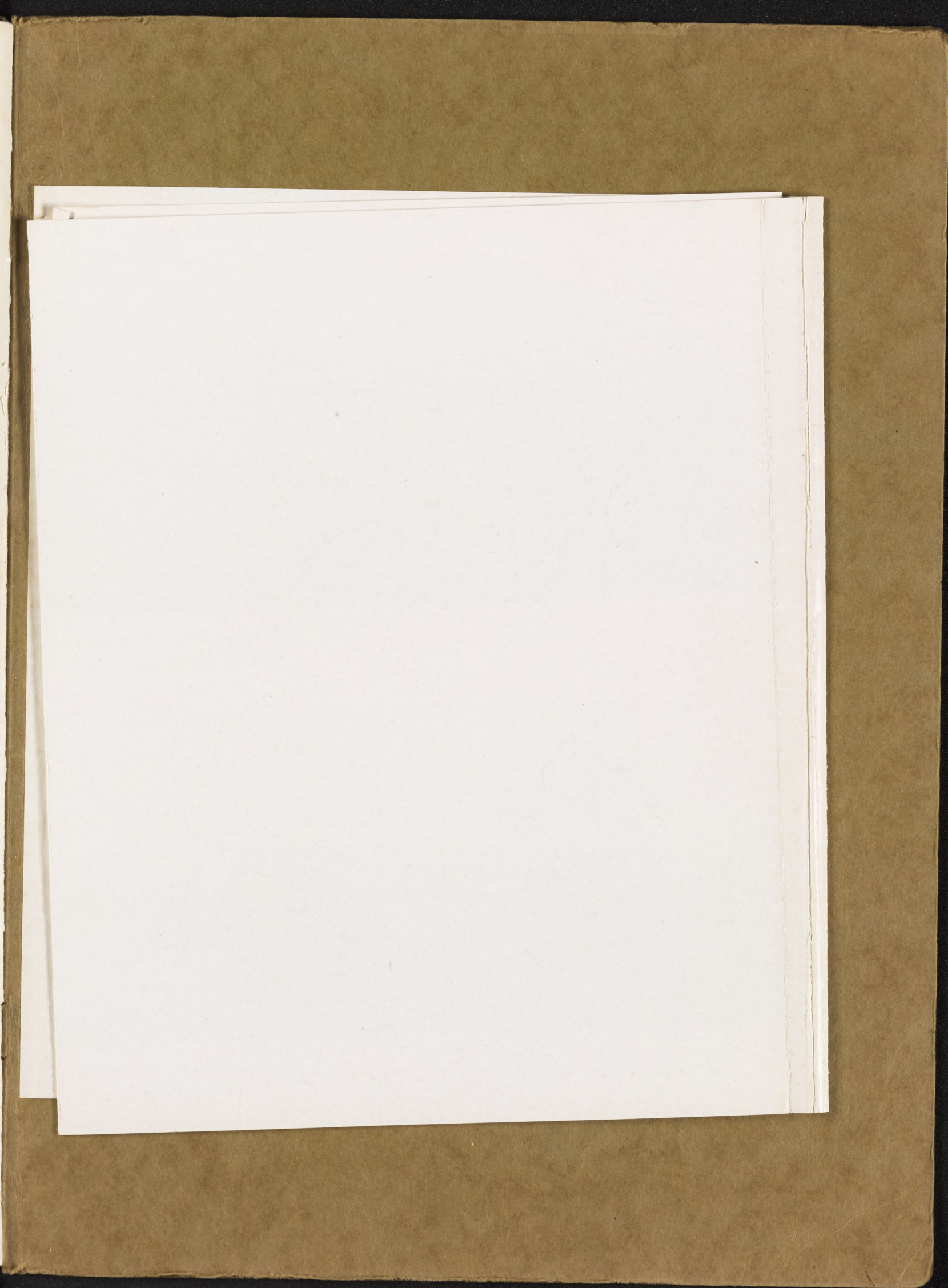




TRACKLAYER CREED

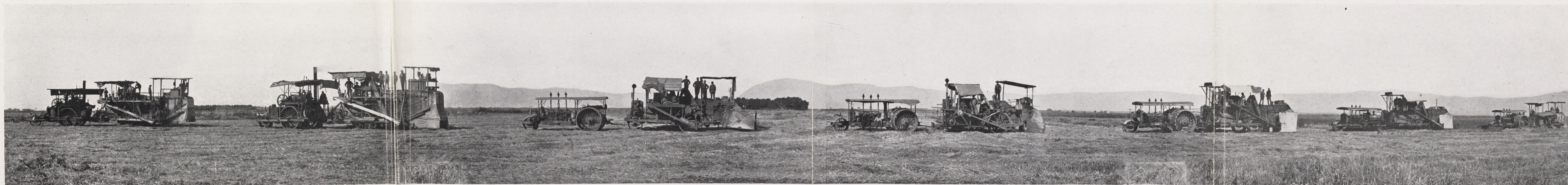
WE BELIEVE THAT A TRACTOR SHOULD EMBODY EVERY QUALITY THAT PROVES A PROFITABLE INVESTMENT. BY STANDING THE MOST SEVERE TEST OF SERVICE THROUGH A PERIOD OF YEARS GREATLY IN EXCESS OF THE AVERAGE, AT MINIMUM COST WITH GREATER EFFICIENCY. INSURING THESE THROUGH THE EMPLOYMENT OF HIGH GRADE MATERIALS BY MOST SKILLED WORKMANSHIP AND PERFECT DESIGN. COSTING MORE TO BUILD AND MORE TO BUY BUT LESS TO OWN. BUILT COLLECTIVELY ON EXPERIENCE AND PROGRESSION WITH A GUARANTEE OF SATISFACTION.







Mr. F. Tabata hauling beets with C. L. B. Tracklayers for S. S. Co. on Ranch No. 9, Saldad, Calif.
Scene on Spreckels Sugar Company's Ranch



Harvesting with C. L. B. Tracklayers and Round Wheel Tractors
Scene on Kern County Land Co. Ranch

